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# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

No. 105.—VOL. 5. [Registered at the General Post Office]

SATURDAY, OCTOBER 25, 1890.

[For Transmission Abroad as a Newspaper.] ONE PENNY.

## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."*

*Ship Masters' and Certificated Officers' Union.—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."*

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*Daily Chronicle.—"An ably conducted and interesting paper."*

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*Liverpool Echo.—"Nominal price and multiform attractions."*

*The People.—"It will be useful to those in whose behalf it has been started."*

*The Democrat.—"Did useful work."*

*Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."*

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*Southampton Observer.—"Advocates the interests of seafaring folk with zeal and ability."*

*Western Daily Press.—"It is well conducted, and is full of original matter."*

*Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."*

*Engineers' Gazette.—"Rapidly improving, both in quality and circulation."*

*Hampshire Independent.—"Well conducted."*

*Cork Examiner.—"Promises to be one of the most valuable of the class papers."*

*South Wales Echo.—"Well edited, and interesting."*

## YARNS.

CXLIV.

### THE SKIPPER'S VISITANT.

It was a dark night—a foul night. The storm raged outside between the houses and the sea as though it were hungry for something which it never found. When Captain Freshfield opened the window a moment before locking up for the night, such a gust came through from the sea that the candles flickered and went out, and enough smoke blew down the wide chimney to blind a whole roomful. It was a snug enough little parlour, where it would have been good to sit at nights sipping one's grog at the fireside. It was one of those low-pitched little rooms, where everything looks old, brown, and comfortable, from the picture of the frigate over the sideboard to the eight-day clock in the corner by the door, or the case of stuffed birds a-top of the mantel-shelf. The passage, too, outside the room, was low, brown, and comfortable-looking. The door looked welcome at you. The little square garden outside was quaint and homelike. There were tamarisk bushes in it, and a flagstaff. Even on this terrible night you would have felt quite safe and easy under the shelter of the latter. But among all this snugness and old-fashionedness there was one discordant note, and that was the owner of it all. Captain Freshfield was not an old man, nor in any sense a weakly-looking or wretched-looking man. But there was a something about him which suggested discomfort, restlessness, disappointment. In appearance, though still young, he was a faded man. In manner he gave you the impression of a man who has failed in some great object—who has missed his mark almost at the cost of life itself. As his old chum Peter Block used to phrase it, Frank Freshfield was "a vessel whose masts have all gone overboard."

To-night the signs of the skipper's unrest were more marked than ever. He paced his floor; he opened all his cupboards and left them half shut, and with their contents half pulled out. He unlocked, locked, and again unlocked old desks and sea-chests, which stood stowed away under the substantial oak table near the window. Sometimes he drew forth what they contained and strewed the things about on the floor, on the armchair, anywhere. People, had they seen him, would have called him mad. And, indeed, there was something very like sheer lunacy in his face and look as he finally clutched at a bundle of old letters wedged deep down at the bottom of one of the biggest boxes in front of him.

"Here they are at last, by G—d!" he

gasped. Then one by one he drew forth old faded envelopes and note-sheets, written in the fine handwriting of a girl, and sat poring over them with a ghastly look on his face. For a long space he sat poring so, while outside the wind seemed to wail with redoubled pathos and concentrated anger. Then he got up with a heavy sigh, and thrust out his hands towards the fire. They held, crumpled up within them, a hundred old love-letters. "Better burn them," he muttered; "It's all over now! She's his by this time. She's got to port, and oh! Heaven, it isn't me that—"

He was interrupted by a tapping at the window. He turned round sharply and listened. The sound was repeated. Freshfield ran to the window. He was used to this kind of thing; that is to say, he had several times of late years been the victim of practical jokes. A faded, eccentric recluse lays himself open to that sort of thing. Opening the shutter he looked out; nobody there; nothing moving but the white, surging waves, dashing over the jetty hard by. No sounds but those of wind and wave.

The skipper growled, closed the shutter, and returned to his self-appointed task. He worked away, tearing up papers, for more than an hour. Nay, he destroyed more than the letters of the girl he had loved; he went so far as to tear up two or three delicate pieces of fancy work she had done for him in the old, happy days. A red satin satchet cost him a deal of trouble. Finally, not being able to tear it up, he threw it bodily on the fire, where it began to emit a strange, sweet perfume. This annoyed Freshfield; he rushed forward and tried to snatch it off the coals, but ere he could do so he heard behind him a strange, low cry. It seemed almost to start out of the ground, and as he heard it Freshfield shuddered. This time he did not suspect practical jokes. He ran to the front door, unbolted it, and stepped into his garden. A rush of rain drove full in his face, and well-nigh blinded him; but he wiped his eyes with his coat cuff and managed to look about him.

At his feet, between two tamarisk bushes near the window, he saw something white. He stooped—knelt down—and found the prostrate body of a woman.

Lifting up his unexpected burden, he carried it without delay into the warmth and light of his sitting room. Then, without looking at her face, he ran for a glass of brandy, thinking she had fainted. But when he returned to where the girl lay on the sofa, he uttered a great cry. The glass fell from his hands, and he on his knees.

"Mary!" he gasped. "Mary—it's Mary come back."

But there was no answer, and in no long time Frank Freshfield knew that the woman

whom he had lived to wed—the woman who had left him for another—the woman who had been the blessing and curse, the inspiration and disillusionment, of his life—was lying dead before him.

He took up her thin left hand. There was no wedding-ring there. He looked, half in love, half in horror, at the poor worn-out form, and, understanding it all, cried out as though his heart would break—

"Merciful Father, oh the pity of it! Mother and child—mother and child together!" Then he buried his face in his hands and wept.

And all the while the letters Mary had written smouldered into fine white ashes in the cheerful fireplace, and the perfume from the satchet she had worked floated deliciously through the room.

V. G. P.

### THE SEAMEN'S STRIKE AT YOUGHAL.

Although the long and trying period of six weeks have passed since the inception of the struggle between the Youghal shipowners and the seamen of the port, no settlement has been arrived at. To all appearances the attitude of the parties on both sides remains as firm as at first. As is well known, the demands of the men are for an increase of wages, such as have been granted across Channel, and in several places in Ireland, namely, from £3 to £4 per month. However, although owners in other places have consented to give the additional wages the Youghal shipowners have not seen their way to follow the example of their fellows, and although the necessity of acceding to the terms have been frequently urged upon them the negotiations towards a settlement have up to the present proved futile. On behalf of the men, Mr. Kennedy, Youghal, and Mr. Austin, Cork, have been constantly engaged in endeavouring to bring the dispute to a successful and speedy termination. The position of the men has been strengthened by the fact that they have not been left to depend on their own resources and those of the recently-formed Branch of the Seamen's and Firemen's Union in the town, but have received generous support from the other Branches of the Union, and the kindred Societies. A public meeting, to draw attention to the condition of the dispute, was held Oct. 19, in the Mall House, Mr. M. Austin, secretary Amalgamated Seamen's and Firemen's Union; Mr. D. Lynch, vice-president Cork Branch, do.; and Mr. E. Twomey, president, Cork Coal Porters' Society; attended from Cork, and Mr. Kennedy, T.C., Youghal, presided. There was a very large attendance, and the proceedings were most enthusiastic. Several policemen, from a respectful distance, took note of all those who went into the hall.

The Chairman said that before they proceeded he would ask the committee to see that the blacklegs, spies and informers were put outside. (Hear, hear.) Last week some of them found entrance and afterwards communicated to the police what had been said, for the purpose, it was believed, of having the speakers prosecuted. (Hisses.) He was sure they would be very glad if they had there a good many of the employers of labour. If the employers accumulated wealth from the hard work and sweat of the men, he thought the working-men deserved to be paid for it. They were not asking anything unreasonable of the shipowners of Youghal; as a matter of fact it was not the shipowners altogether who would pay the 2d. a ton or whatever it was, but it would come out of the pockets of the entire population of the district. As their friends from Cork were present he was glad to announce how peacefully the fight had been conducted on their side. He could not say as much for the other. (Hear, hear.) They had resorted to every mean dodge and subterfuge, blackening his character on every possible occasion and that of his colleagues. He thought the men were as determined now as they were six weeks ago. (Cries of "Yes.") Empty-handed their friends had not come from Cork, but had brought the substantial support. (Cheers.) The shipowners had employed blacklegs and men who never earned an honest living in Youghal. (Hisses.) Why did not the owners adduce some reasons for not acceding to the demands of the men? The only reason was because they thought that a state of affairs which had existed before should last forever, even though in other places it had been

changed. At all events the men need have no fear of the result of the strike, because they would win. (Cheers.)

Mr. M'Austen then addressed the meeting. He said he was glad to find that, although six weeks of the struggle had gone by, the determination of the men was as fresh and as famous as at first. Tactics had been resorted to by the shipowners to decoy the men from the position they had taken up, contemptible and mean in the extreme. The shipowners of Youghal imagined the cold days would remain, but the time had come when the statement should be put forward that while capital had its rights, it had also its duties. We saw day by day in the press the duties of workmen put forward, but unhappily they never saw a noble-worded article setting forth the rights of the labourers. With regard to some of the seamen on strike who occupied houses belonging to the shipowners, the Smith-Barry-Balfourian tactics adopted all along by the owners had been applied, and they had been evicted from their homes. The action was intended to coerce them into submission, but that method would not succeed with the labourer of the present day. The claptrap about the seamen not having the support of the Executive amounted to nonsense, for they could fully show that the Union was working most harmoniously with the Branch, as exemplified by the directions of the delegates. (Hear, hear.) As in every large town, there were to be found a few blacklegs. He would refer no more to the matter, but to say that things were as well watched in Cork as in Youghal. Blackleg labour should be well blocked. (Hear, hear.) They were in the seventh week of the fight, and sympathy was and would continue with them.

The chairman said he would wish to advise the owners to plant the blacklegs in the evicted houses.

A vote of thanks to the chairman, proposed by Mr. D. Lynch, terminated the proceedings.

Before and after the meeting, the Home Rule band played through the town, the men carrying the banner of the N. A. S. & F. Union.

A PARTY of engineers are making a survey of Dover Bay, for the purposes of the new harbour scheme.

AT Birkenhead, Oct. 15, Robert Duncan, master of the steamer *Ormerod*, lying in the East Float, for smoking on board his steamer contrary to the dock bye-laws, was fined 2s. 6d. and 2s. 6d. costs.

AT the Thames Police Court on Oct. 20 Arthur Engelhausen, seaman on board the steamer *Korne*, lying in the Millwall Docks, for embezzling a quantity of the ship's stores was sentenced to 14 days' hard labour.

AT Hull, on Oct. 17, Henry Allison, 33, and John M'Namara, 31, cattlemen, recently engaged on the Wilson liner *Chicago*, for stealing a number of bottles of beer from the forehold of the steamer on July 20, were sentenced to four months' imprisonment with hard labour.

IN the Stonehouse County Court, on Oct. 15, John Bird, 27, New-street, Plymouth, owner of the herring *Fairy*, sued James Langdon, 4, Stoke's-lane, Plymouth, skipper and owner of the trawler *Alert*, for the recovery of £1 10s., damages for loss of anchor and injury to and loss of tackle, and £1 10s. for loss of time. His Honour regarded plaintiff's claim as excessive, and said he would give a verdict for 3s. with costs.

AT the Board of Trade inquiry into the stranding of the *Idaho*, s.s. of Sunderland, near South Point, Anticosti, Gulf of St. Lawrence, on July 23 last, on behalf of the Board of Trade it was submitted that the certificates of the master and chief officer should be dealt with. The Court found the master alone in default. His certificate was not dealt with, but he was severely reprimanded.

A PUBLIC meeting to consider a scheme for constructing a tunnel between Ireland and Scotland has been held in Belfast. The proposed tunnel is to be 33 miles long between Island Magee, county Antrim, and Wigtonshire, the greatest depth being 500 feet. The estimated total cost is eight millions, and the tunnel could be completed in 10 or 12 years. The meeting passed resolutions urging the Government to render financial assistance.

AT Plymouth on Oct. 20, Peter Curran and J. W. Matthews, secretaries of the Bristol and West of England Gas Workers' and General Labourers' Union, and George Sheppard, district secretary of the Dockers' Union, were charged with using intimidation towards George F. Treleaven, coal merchant, of Plymouth. The intimidation consisted in a threat that they would stop Treleaven's business if he continued to employ non-Union men. The Bench fined each of the defendants £20; in default six weeks' imprisonment with hard labour. Notice of appeal was given.

### DEATH ROLL.

The following is a list (just issued) of names and other particulars of British and Irish seamen whose deaths have been officially reported during September, 1890. (It does not include foreigners.) First the seaman's name is given, next his age, rating, birthplace, cause of death, date of death, and the name of the ship to which he belonged. If he had left the ship at the time of his death her name is printed in italics in this roll.

Amos, George. *See* Dare, Robt.  
 Anderson, David, 20, A.B., British, drowned (supposed to have fallen out of boat while painting ship's side), Aug. 25, Archangel, s.s. Ardie.  
 Anderson, J. W., 24, 2nd mate, Aberdeen, drowned, washed overboard, Scottish Wizard.  
 Barker, John, 49, mate, North Shields, injury to right arm in ship's service, May 7, Constantinople, Caradoc.  
 Barnes, John, 38, A.B., Sunderland, Aug. 23, off Lizard, Kolpino.  
 Barrington, J. W., drowned, vessel lost by collision, July 22, Caribbean Sea, Wellington.  
 Beal, Moses, 37, mate, Grimsby, drowned, missing (body found) June 11 or 12, Ymuden Harbour, Holland, Two Sisters.  
 Bearstein or Barenstein, Ludwig, 33, A.B., drowned, ship lost, Jan. 12, sea, Marlborough.  
 Bennett, Wm. L., 44, A.B., Bristol, fell from fore topsail yard, April 23, 1889, sea, Gitana.  
 Blackman, Albert John, 19, steward, Suffolk, drowned (left ship Aug. 31, found drowned Sept 6) between Aug. 31 and Sept. 6, Rotterdam, Claud Hamilton.  
 Blair, James, 36, 2nd mate, Dumfries, drowned (vessel stranded), March 12, off Gulf of Penas Gulf of Aden.  
 Blyth, D., 44, cook, Appledore, drowned, ship lost Jan. 12, sea, Marlborough.  
 Bolton, Edw., 23, seaman, York, fell overboard and was drowned, April 14, sea, Glengarry.  
 Boucher, James, 28, A.B., Newport, Mon., drowned (collision) Aug. 11, off Vigo, Haleyon.  
 Boylan, Henry, 34, seaman, Bristol, cystic abscess of the left kidney, June 13, Calcutta, Falls of Halladale.  
 Brennan, John Wm., 21, 3rd mate, Sunderland, brain fever, May 16, sea, Northernhay.  
 Bristow, Isaac, 64, A.B., British, drowned, Aug. 28, near Caen, Hannah.  
 Broady, Thomas (P.) 23, fireman, stowaway, British, fever, Sept. 8, Ursula.  
 Browning, Fredk., 40, A.B., London, drowned, Sept. 17, Millwall Dock, Varna.  
 Buckley, John, 33, A.B., Co. k, heart disease, Aug. 15, on River Mersey, Liverpool, Umbria.  
 Buckley, Patrick, 37, fireman, Limerick, Aug. 25, sea, Majestic.  
 Burke, W., 38, fireman, Queenstown, fever, Aug. 16, E. G. Hospital, Aden, Uppingham.  
 Burnett, Wm., 22, fireman, Liverpool, sickness, May 6, hospital, Rosario, Cascapedia.  
 Burno, Allee, 28, fireman Alexandria (on European articles), June 21, River Hooghey, Duke of Argyll.  
 Burns, Arthur, 41, fireman, Dublin, drowned, supposed Mar. 13, left ship Mar. 12, off Gulf of Penas, Gulf of Aden.  
 Burns, Michael, 49, Dublin, drowned, supposed Mar. 13, left ship, Mar. 12, off Gulf of Penas, Gulf of Aden.  
 Butterworth, Wm., 26, fireman, Stockport, July 7, Commune Hospital, Copenhagen, Elmville.  
 Bux, Currim, 27, coal trimmer, British (Lascar on Asiatic articles), burns over body and shock (found between the port boiler and bunker bulkhead), Aug. 9, sea, Rewa.  
 Buyers, Edward, 20, apprentice, Aberdeen, drowned, ship lost, Jan. 11, sea, Marlborough.  
 Byrne, Mark, 15 years 4 months, boy, Irish, drowning (boat capsized and sunk), Aug. 12, Wicklow Bay.  
 Cameron, W. G., 49, chief engineer, London, apoplexy, Aug. 18, at sea, Uppingham.  
 Campbell, John, clerk, malarious fever, July 14, sea, Lawada.  
 Carrington, Thos. Goldsworthy, 41, A.B., Topsham, Barry, heart disease, June 15, sea, Dunkeld.  
 Carroll, John Simon, 16, apprentice, Dublin, supposed drowning, vessel missing since April 1, sea, Mysore.  
 Carter, Arthur, 1<sup>st</sup>, cook, apprentice, Bedford, Ramsgate, drowning (supposed to have slipped from trawl beam when going ashore), Sept. 2, 8.0 p.m., Ymuden River, Criterion.  
 Charman, W., 20, A.B., Berks, Norfolk Park, Maidenhead, drowned, ship lost; Jan. 12, sea, Marlborough.  
 Chevalier, Charles John, 40, 3rd mate, Jersey, Glasgow, Aug. 9, off Belle Isle, Buenos Ayres.

Chappell, Charles, 48, 2nd engineer, fisherman, Hull, The Shades, Kent-street, Grimsby, apoplexy (heart and kidney disease), Sept. 21, North Sea, Sando.

Church, Roland Clark, 16 and 10 months, fisherman, Scotch, Guordon, drowned (fell overboard while getting mainsail forward, vessel lunched), Sept. 15, 1/2 mile E. of Gourdon, Coastguard.

Clagney, Wm., 19, O.S., Isle of Man, 308, Derby-road, Bootle, supposed drowning, vessel missing since April 1, sea, Mysore.

Clark, Edward Nathaniel, 16, apprentice, Bow, Middlesex, drowned, ship lost, Jan. 12, sea, Marlborough.

Collins, Edward, 41, A.B., Glasgow, 45, Dalrymple-street, Greenock, fall from aloft, May 27, Rio de Janeiro, Ragnar.

Colvin, Thos., 24, fireman, Glasgow, 51, Cathcart-street, Glasgow, drowned, Aug. 23, Demerara, Navigation.

Conlon, Patrick, 22, A.B., Down, 63, Kent-street, Liverpool, supposed drowning, vessel missing since April 1, sea, Mysore.

Cooper, Edward, 50, master and owner, fisherman, Sheringham, supposed drowned through capsizing of boat, Aug. 23, off Old Hythe, Norfolk, The Yacht.

Cooper, Edward, 21, fisherman, Sheringham, supposed drowned through capsizing of boat, Aug. 23, off Old Hythe, Norfolk, The Yacht.

Cooper, Wm., 45, A.B., British, Hull, drowning, March 20, sea, Samanco.

Corning, Abner B., 43, boatswain, Yarmouth, N.S., yellow fever, May 8, Rio de Janeiro, Bonanza.

Cosgrove, Thos., 25, fireman, Glasgow, drowned (accidentally fell from lighter while going on shore), Aug. 15, London, Millwall Dock, Moness.

Court, John A., 31, 2nd engineer, Bodmin, Cornwall, heat apoplexy, Aug. 6, Feveril.

Cowie, Wm., 49, sailmaker, Peterhead, drowned; ship lost, Jan. 12, sea, Marlborough.

Cowles, Charles, 42, steward, English, apoplexy, Sept. 17, King Alfred.

Coyne, Thomas, 18, deck hand, fishing apprentice, Grimsby, drowning (supposed overbalanced himself and fell overboard), Sept. 11, North Sea, Argo.

Crambie, Stewart Willis, 17, apprentice, Auckland, N.Z., drowned; ship lost, Jan. 12, sea, Marlborough.

Cronein, Daniel, 46, master, Dublin, cancer, July 26, Cancer Hospital, Liverpool, Mullinger.

Crooks, Ebenezer, 49, 1st mate, British, diarrhoea, July 12, Algoma.

Curran, Robt., 50, master, Co. Down, heart disease, June 15, Sligo, on board, Leona.

Daly, Peter, 41, fireman, Liverpool, typhoid fever, Aug. 18, hospital, New York, City of New York.

Dare, Robt., alias Amos, George, 17, fisherman, cook, London, meningitis; following a blow on the head (got jammed between boat and shroud while launching boat, Aug. 7), Aug. 25, hospital ship, Queen Victoria, Dogger Bank, North Sea, Thrift.

Deacon, Arthur, 13, 4th hand (boy), Burnham, drowned (vessel sunk by collision), May 13, Long Reach, Osprey.

Deacon, Geo., 52, master, Burnham, drowned (vessel sunk by collision), May 13, Long Reach, Osprey.

Deery or Deering, Bryan, 56, donkeyman and fireman, Dundalk, urenic convulsions; chronic venal disease, Sept. 14, River Tay, City of Lincoln.

Demetrie, —, fireman, Crete, drowned (collision), Aug. 11, off Vigo, Halcyon.

Dempsey, John, 24, fireman, Wexford, drowned (stranding), supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Dinnah, Wm., seaman, British, twisting of the intestines, Sept. 2, Alexander Hospital, St. Petersburg, Niels.

Dormon, Charles, 34, 1st engineer, Hartlepool, drowned (collision), Aug. 11, off Vigo, Halcyon.

Driscoll, E., 22, A.B., Bristol, drowned (missing), June 8, sea, Steinvora.

Dufley, John, 40, A.B., England, dropsy, May 30, sea, Polynesia.

Duggan, Patrick, master, supposed drowned (vessel missing, found bottom upwards), North Atlantic, Laburnum.

Elliott, Joseph, 23, O.S., Haywick, heart disease, Aug. 2, sea, Ardgowan.

Evans, James, 48, boatswain, Merthyr, accidentally drowned (dragged into the water by cable chain when taking the anchor on board), July 16, Barry Roads, St. Aubin.

Farrell, B., 23, A.B., Liverpool, supposed drowning; vessel missing since April 1, sea, Mysore.

Fazel, Asger Mea, 23, phthisis and tubercular ulcer of bowels, May 31, hospital, Hong Kong, Galpara.

Ferrans, Robt., fireman drowned (stranding), supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Fisher, John Joseph, 21, 2nd mate, Harrington, drowned (fell overboard when assisting to take in the port anchor), May 24, 11 miles off the Farrallon Island, Grasmere.

Fogarty or Fogerty, E. Ward, 34, Alderney, exhaustion, Aug. 5, sea, Pollux.

Foochi, W., May 31, Calcutta, Matterhorn.

Forde, Jeremiah, 30, 3rd engineer, Cork, supposed drowning (missing), March 2, 2 a.m., Middlesbrough, Unionist.

Francis, Augustus, phthisis, July 5, Barbadoes, Ida.

French, John, 28, 1st mate, Glasgow, drowning; vessel stranded, March 12, off Gulf of Penas, Gulf of Aden.

Galloway, Thomas, 28, pantry steward, Glasgow, drowning (fell from gangway between steamer and jetty), Aug. 11, Calcutta, City of Vienna.

Gavin, James, 45, carpenter, Peterhead, drowned; ship lost, Jan. 12, sea, Marlborough.

Gennauv, S. P., 46, chief steward, Gibraltar, exposure (total stranding of vessel March 12), April 4, Castro, Gulf of Aden.

Gennavo, Fred, stowaway, exposure, Mar. 23, off Gulf of Penas, Gulf of Aden.

Gentry, Wm., 33, mate, St. Oyst, Essex, Sept. 11, Newham, near Truro, Metor.

George, Walter, 27, fireman, Cheltenham, drowned (slipped off ladder when going on board), Sept. 15, River Danube, Resolute.

George, Wm., 22, fireman, British, suffocation, Aug. 13, Ormesby.

Gillies, Murdoch, A.B., drowned, supposed Mar. 13; left ship Mar. 12, off Gulf of Penas, Gulf of Aden.

Girkin, J. H., fireman, drowned, supposed Mar. 13; left ship Mar. 12, off Gulf of Penas, Gulf of Aden.

Glanvill, P. F., 42, A.B., Ireland, accident (fell into lighter alongside), Aug. 31, Antwerp, Ainsdale.

Gordon, John, 41, Neningit's April 5, Valparaiso Arica.

Graafhuis, H., 48, A.B., Andover, drowned, ship lost, Jan. 12, sea, Marlborough.

Grace, Henry, 20, O.S., Guernsey, supposed drowned by falling from aloft while furling royal, June 10, sea, Agnes Oswald.

Green, Frank, 26, boatswain, Mass., U.S., supposed drowned; vessel missing since April 1, sea, Mysore.

Greer, Alexr., 15, fisherman, British, drowned (boat capsized), Aug. 29, Dunfanghy Bar, Morning Dawn.

Gregson, Joseph, 18, O.S., Liverpool, yellow fever, June 1, Ship Island, Avon.

Griffiths, Thom., 16, fishing apprentice, Salop, failure of action of the heart through fear, Aug. 25, North Sea, Doncaster.

Griffiths, John, 32, A.B., English, consumption, June 1, Tamerlane.

Grossmith, Wm. H., 26, 2nd mate, Liverpool, strangulated hernia, Sept. 11, C. Hospital, Gibraltar, Panacea.

Hall, Charles, 30, bedroom steward, Portsmouth, Addison's disease, Aug. 12, sea, Egyptian Monarch.

Hall, W. H., 48, cook, Baltimore, washed overboard (vessel abandoned April 18), April 17, off Falkland Island's, Cambrian Duchess.

Hampton, Thos., 42, donkeyman, Liverpool, supposed to have fallen overboard, sea, Kis-nea.

Hansen, Wm., 27, A.B., British, accidental fall into lower hold, Sept. 10, Egyptian.

Hardinge, Arthur, 29, A.B., Hobart, July 14, Auckland, Largo Bay.

Hardy, E., 18, assistant steward, Birmingham, drowned, supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Hayward, F., 22, seaman, London, acute peritonitis, Sept. 3, sea, Cyclops.

Henderson, H., 35, A.B., Belfast, washed overboard, Scottish Wizard.

Henderson, James, 18, O.S., Thurso, fall from royal yard, Sept. 5, Calcutta River, Tasmania.

Henderson, John, master, supposed drowned; vessel reported missing, Lake Ontario, Blanche.

Henshaw, Thomas, 24, fireman, Liverpool, found drowned in the dock, June 25, Buenos Ayres, Hildegarde.

Hicks, James, 18, boatman, Combemartin, drowned, boat capsized, Aug. 12, off Combemartin, Seaflower.

Hird, Wm., 49, master, Aberdeen, drowned; ship lost, Jan. 12, sea, Marlborough.

Hoare, W., fireman, drowned, supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Holker, John, 47, master, Liverpool, supposed drowned, vessel missing since April 1, sea, Mysore.

Hockaday, Charles, 31, boatswain, British, cholera, Aug. 17, Glenorchy.

Holmes, George N., 27, 2nd engineer, London, cholera July 28, Linkiang, W. Core de Vries.

Hooley, John, 25, fireman, Liverpool, drowned, supposed March 3, left ship March 12, off Gulf of Penas, Gulf of Aden.

Hoult, James, 32, A.B., English, general debility, June 9, Rio Lige.

Howson or Howes, James, 49, A.B., Sheffield, drowned; ship lost, Jan. 12, sea, Marlborough.

Hudson, Edward, 38, fireman, Liverpool, drowned (fell between ship and wharf, accidentally), Sept. 2, New Orleans, Governor.

Hughes, Thomas, 17, O.S., Pwllheli, missing; supposed drowning, June 21, Hamburg, Gleaner.

Hughes, John, 34, fireman, Dublin, drowned (vessel stranded), supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Hughes, Matthias, 35, boatswain, Liverpool, drowned (vessel stranded), supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Hughes, Francis, 45, steward, Gloucester, fever, March 28, Civil Hospital, Port Louis, British Yeoman.

Humphreys, Edward, 25, cook, Liverpool, consumption, Dec. 11, sea, Falls of Afton.

Hurlstone, Benjn., 15, boy, London, fell overboard from aloft while loosing main royal, Feb. 16, sea, City Camp.

Hurson, Pat, 20, fireman, Shields, drowned (total collision), Aug. 11, off Vigo, Halcyon.

Hyatt, Henry, 58, A.B., British, Stonehouse, pulmonary apoplexy, July 31, Calcutta, Rewa.

Ikin, Jo-hua, 48, master, Tasmania, fever, May 18, Guiding Star.

James, C., 26, fireman, British, enteric fever, Aug. 1, sea, s.s. Samara.

James, Ernest, 23, O.S., London, drowned; ship lost, Jan. 12, sea, Marlborough.

Jaques, Joseph, 24, A.B., American, drowned (was outside painting and jumped on ladder before it had been secured), June 12, St. Lucia, Cyprus.

Jeffroy, Louis, *See* Goffroy, Lois.

Joe, Joseph, 20, St. Vincent, W. Indies, small pox, April 21, Rio de Janeiro, Salacia.

John, A., 46, A.B., France, drowned, Jan. 4, at sea, Stronsa.

Jones, Benjn., 18, mess room steward, Wales, drowned by falling from a wharf, Aug. 7, Campana, s.s. Hippomenes.

Jones, Chester, 43, fourth officer, British, heat apoplexy, Aug. 5, s.s. Glenochy.

Jones, John, 50, A.B., Welsh, accidentally drowned (supposed while coming on board ship in dock), Sept. 3, Alexandra Dock, Liverpool, s.s. Thame.

Kalkowki, R., 33, A.B., Germany, supposed drowning; vessel missing since April 1, sea, Mysore.

Kelly, James, 25, fireman, Derry, drowned (collision), Aug. 11, off Vigo, s.s. Halcyon.

Kingsland, John, 40, A.B., Baltimore, Ireland, falling from aloft whilst loosing M.T.G. stay-sail, 11 p.m., April 18, sea, Bencleuch.

Kinley, Hugh, 30, A.B., Liverpool, drowned, March 12, off Gulf of Penas, Gulf of Aden.

Kirkness, Peter, 42, boatswain and lamp trimmer, Kirkwall, fell overboard while setting after awning, July 28, sea, James Barras.

Kirkne-s, Wm., 45, A.B., Liverpool, consumption, July 22, Para, Sobralense.

Laidlaw, John, 21, assistant steward, Scotch, Moffat, accidentally fell into the water and was drowned, Sept. 15, Brooklyn Prentice Stores, Circassia.

Lamb, Thomas Walter, 19, fisherman, cook, Shfield, pulled overboard while drawing a bucket of water, Aug. 31, North Sea, Excel.

Latchford Joseph, 21, fireman and trimmer, London, malarial fever, May 31, Brisbane, Merkara.

Laurance, Santava, 21, heart disease, July 29, hospital, Marseilles, Knight Errant.

Lavenstrader, Jens, fell overboard about April 18, sea, Linnet.

Lawler, Joseph, 20, O.S., Glasgow, fever, May 26, Rio de Janeiro, Ragnar.

Lax, John, 45, 2nd refrigerating engineer, Durham, drowned; ship lost, Jan. 12, sea, Marlborough.

Le Brocy, Josef, 20, June 4, Newark, New Jersey Maggie Nettell.

Lennard, George, 43, engineer, Whitby, diarrhoea, Sept. 10, hospital, Gibraltar, Glen Dochart, dis. Sept. 9.

Leonard, M., 42, 733, A.B., London, heart disease, April 22, Rio, Hospodar.

Le Sueur, W., 20, 3rd mate, Jersey, drowned, ship lost, Jan. 12, sea, Marlborough.

Little, Henry, 25, A.B., Whitehaven, drowned whilst bathing (seized with a fit of apoplexy while in the water), May 4, Imbetiba, Brazil, K-tullen.

Logg, Samuel, 29, fireman, South Shields, unknown (supposed drowned, missing), Aug. 5, sea, Precursor.

Lopes, James, 34, fireman, Valparaiso, by falling or striking something in stokehole whilst in a fainting condition, Aug. 23, Mediterranean, James Barras.

McAlister, James, 34, A.B., Portrush, dysentery, Aug. 27, sea, City of London.

McArdle, Albert, 21, A.B., Seaforth, accidentally drowned (while assisting the steward who was thrown overboard by a small boat capsizing), Aug. 9, Baltimore, Carthaginian.

McCarthy, Andrew, 25, A.B., Liverpool, drowned, March 12, off Gulf of Penas, Gulf of Aden.

McCarthy, Thos., 49, A.B., Liverpool, morbis cordis, May 8, Civil Hospital, Port Louis, Sierra Ventava.

McDonald, Donald, 19, A.B., Wick, drowning (fell out of boat when standing up sculling), Aug. 25, Queen's Dock, Glasgow, Ardandhu.

McDonald, Anthony, 28, fireman, Liverpool, exposure (stranding of vessel, March 12), April 6, at Castro, Gulf of Aden.

McEwan, A., 26, 4th engineer, Lawrence Kirk, drowning, Aug. 13, Calcutta, Rasmara.

McGill, George, 39, 2nd mate, Liverpool, dysentery, Sept. 14, English Channel, Ashton.

McGuire, John, stowaway, drowned, supposed March 18, left ship March 12, off Gulf of Penas, Gulf of Aden.

McLaughlin, A., 18, assistant steward, Liverpool, drowned, supposed March 18, left ship March 12, off Gulf of Penas, Gulf of Aden.

McLeod, Howard F., 33, boatswain and 2nd mate, Annapolis Co., Nova Scotia, supposed heart disease and paralysis, April 4, sea, Linwood.

McKenna, A., O.S., Baltimore, washed from bowsprit chain by a heavy sea, March 2, sea, Fred. B. Taylor.

McMurtrie, James, 41, waiter, Maybole, Ayrshire, Sept. 1, Boston Harbour, U.S., Pavonia.

McNab, Samuel, 35, fireman, Pollockshaws, dysentery, July 28, Seamen's Ward Hospital, Colombo, Asphodel.

McNeal, Albert, 21, 2nd mate, P. E. Island, fell overboard while taking in the main sail, Dec. 26, sea, Wandrian.

McVay, R., 21, A.B., Glasgow, accidental fall from main top-gallant mast-head while reeving a gantline, Aug. 27, Quebec, Assyrian.

Madden, Louis, 22, A.B., Liverpool, supposed drowning; vessel missing since April 1, sea, Mysore.

Mahoney, John, 30, A.B., Ireland, fell from aloft, Jan. 14, sea, Magnolia.

March, Francis, 19, apprentice, Sheffield, fell from the yard and killed, May 7, sea, Craigmar.

Marsden, E., 32, A.B., Liverpool, washed overboard, Scottish Wizard.

Marshall, W. H., 17, apprentice, Yorkshire, drowned (by falling from a stage while cleaning and painting ship) July 14, Calcutta, Aristomene.

Massey, Wm., 68, carpenter, London, accident (by fall of derrick owing to parting of cargo sling used for lengthening derrick span) Aug. 20, Simon's Town, R.N. Hospital, Duke of Buckingham.

Matheson, Wm., 37, trimmer, Maryport, July 17, sea, Norfolk.

Matthews, Thomas, 17, steward, Liverpool, accidentally drowned (small boat capsized by bathers trying to climb into it) Aug. 9, Baltimore, Carthaginian.

Mayne, Joseph, 56, 2nd mate, Belfast, drowned (total collision) Aug. 11, off Vigo, Halcyon.

Meaden, Frank, 26, steward, Dorset, supposed drowning, vessel missing since April 1, sea, Mysore.

Mitchell, Hercules, 24, 3rd engineer, Montrose, drowned (total collision) Aug. 11, off Vigo, Halcyon.

Mitchell, William, 37, A.B., Dover, drowning, July 26, Batoum, Durham.

Moffatt, Wm., 42, 1st engineer, Greenock, drowned (total stranding) March 12, off Gulf of Penas, Gulf of Aden.

Montrose, John, 40, A.B., American, dropsy, (?) April 28, sea, Bengairn.

Moore, John, 22, fireman, Swansea, dysentery, Sept. 9, Colonial Hospital, Gibraltar, Crot.

Morris, Basil, 15, apprentice, Cægorgan, Wales, drowned, ship lost, Jan. 12, sea, Marlborough.

Mothesole, G., 17, boy, London, drowned, ship lost, Jan. 12, sea, Marlborough.

Mowat, J., 38, carpenter, Stromness, drowned, washed overboard, Scottish Wizard.

Munro, John James, 36, master, Craignish, exposure, March 12, St. Andres Bay, Gulf of Penas, Gulf of Aden.

Murray, James Wyatt, 14, apprentice, Southport, Lancashire, vessel missing since April 1, sea, Mysore.

Nicholson, Wm., 42, 1st mate, Whitehaven, vessel missing since April 1, sea, Mysore.

Nightingale, Wm., 28, A.B., Scotch, fell down the hold, Sept. 9, hospital, Marseilles, Effective.

Nolan, Michael, 31, fireman, Dublin, drowned, supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

O'Brien, John, 46, 1st mate, Waterford, Bright's disease, July 16, St. Joseph's Hospital, Baltimore, Earndale.

O'Brien, Thomas, 53, master, Ardglas, county Down, fell overboard while getting on board at night, Sept. 3, Tarbet Roadstead, River Shannon, Walter J. Cummins.

Parnell, Geo., 50, lamp trimmer, British, cholera, Aug. 18, Glenorchy.

Parkes, J., 19, mess steward, Isle of Wight, exposure, March 21, off Gulf of Penas, Gulf of Aden.

Parkin, John, 31, boatman, Combemartin, drowned; boat capsized, Aug. 12, off Combemartin, Seaflower.

Peachey, Thos., 42, master, Swansea, yellow fever, Aug. 28, Havana, Erycina.

Penders, Wm., 27, A.B., Liverpool, drowned, March 12, off Gulf of Penas, Gulf of Aden.

Pengilly, John, 37, master, West Love, Cornwall, drowned (vessel lost by collision), Jan. 2, Mersey, Czarowitz.

Perry, Alfred, 30, mate, Burnham, drowned (vessel sunk by collision), May 13, Long Reach, Osprey.

Peters, John, 29, A.B., British India, drowning, March 9, George Davis.

Peter-on, P., 23, cook, New Zealand, consumption, May 28, B. N. Hospital, Valparaiso, Ravenscrag.

Pettigrew, Thomas, 35, ? engineer, Glasgow, malignant malaria and congestive chill, June 7, M. N. Hospital, Baltimore, Pirate.

Philson, W., 30, A.B., Liverpool, drowned, Mar. 12, off Gulf of Penas, Gulf of Aden.

Phillips, H., 26, 2nd mate, Devon, drowned; ship lost, Jan. 12, sea, Marlborough.

Pink, W., 21, fireman, London, drowned, collision, Aug. 11, off Vigo, Halcyon.

Pitcher, Richard, 35, A.B., Chatham, malarial fever with complications, Aug. 4, sea, Merkara.

Polack, Isaac, 64, steward, Jamaica, drowned; ship lost, Jan. 12, sea, Marlborough.

Powe, Martha, 38, stewardess, British, dysentery, Aug. 25, Helmsley.

Powell, Thomas, 46, Newfoundland, yellow fever, March 23, Rio de Janeiro, Salacia.

Prescott, Robt., 41, fireman, Liverpool, July 28, Rangoon, Beatrice.

Preston, Wm., 40, London, found drowned (missing at midnight while on duty), Sept. 16, East Dock, Cardiff, Benan.

Quilliam, T. M. L., 24, 2nd mate, Liverpool, supposed drowned, vessel missing since April 1, sea, Mysore.

Reed, Thos., consumption, July 29, sea, Ecuador.

Regan, Patrick, 28, fireman, Cork (fell into river when climbing up the ship's side at midnight) Sept. 11, Miller's Wharf, London, Blarney.

Richardson, John, 28, A.B., Capo de Verde, fell from aloft, June 27, sea, Armenia.

Ritchie, Alexander, 63, retired fisherman, British, drowning (boat foundered) July 31, Collieston, White Wings.

Ritchie, John, 35, manufacturer, British, drowning (boat foundered) July 31, Collieston, White Wings.

Roberts, Wm., 29, Aug. 17, sea, Baltic.

Robertson, Andrew, 36, 2nd engineer, Glasgow, drowning, March 12, off Gulf of Penas, Gulf of Aden.

Robinson, John, 30, A.B., Liverpool, drowning, March 12, off Gulf of Penas, Gulf of Aden.

Robinson, John H., 32, 3rd engineer, Whitehaven, drowning, March 12, off Gulf of Penas, Gulf of Aden.

Rowe, John, 18, O.S., Drogheda, vessel missing since April 1, sea, Mysore.

Samuel, Alexr., 45, 1st mate, Peterhead, drowned, ship lost, Jan. 12, sea, Marlborough.

Scott, Alexander, 37, refrigerating engineer, Kinross, drowned, ship lost, supposed March 13, left ship Jan. 12, sea, Marlborough.

Scott, Andrew, 44, chief cook, Edinburgh, drowned, March 12, off Gulf of Penas, Gulf of Aden.

Scott, John, 22, O.S., British, Glasgow, fall from aloft, March 21, sea, Montgomery Castle.

Scott, Alfred, 40, assistant engineer, Bristol, fever, July 28, Maryport, Rymer.

Sear, Isick, 44, mate, Tasmania, fever, May 24, Guiding Star.

Simpson, S., 45, A.B., Lerwick, drowned (whilst painting ship's side), Aug. 22, Rouen, Eastern Star.

Sims, Alfred Robertson, 42, master, Lee, Kent, March 17, Rangoon, St. Patrick.

Skeilton, Mathew, 56, mate, Robin Hood Bay, heart disease, Sept. 22, Erith, William and Annie.

Smith, Samuel, 21, A.B., Downpatrick, drowned (fell off jibboom), Sept. 20, sea, Annie Brocklebank.

Smith, Alfred, 20, cook, British, drowned, Aug. 28, near Caen, Hannah.

Smith, George B., 19, O.S., Manningtree, drowned (total collision), Aug. 11, off Vigo, Halcyon.

Spalding, Thomas, 19, O.S., London, drowned, ship lost, Jan. 12, sea, Marlborough.

Spooner, George, 29, fireman, Sunderland, syncope, Aug. 31, Londonderry, Lemnos.

Spurrier, Wm., O.S., drowned, ship lost, Jan. 12, sea, Marlborough.

Stephens, Thomas, 40, mate, St. Dogmaels, drowned (collision), Aug. 11, off Vigo, Halcyon.

Stevens, Fred A., 38, mate, Dundee, drowned (fell overboard), July 4, sea, Sverre.

Stewart, Thos., 55, master, Scotch, drowned (vessel sunk by collision), Sept. 3, River Clyde, Mary.

Stott, Alexander, 16, labourer, British, drowning (boat foundered), July 31, off Collieston, White Wings.

Studholme, Thos., 30, A.B., Liverpool, drowned (total stranding), March 12, off Gulf of Penas, Gulf of Aden.

Taylor, Julius, 25, A.B., Turks Island, dropsy, Sept. 22, Queenstown Hospital, Centaur, dis. Sept. 17.

Taylor, William, 22, 2nd mate, Scotland, typhoid fever, June 10, Buenos Ayres, Chilian.

Tell or Till, W., 39, A.B., London, drowned; ship lost, Jan. 12, sea, Marlborough.

Thomas, John, 24, fireman, Liverpool, cardiac failure, Aug. 8, North Channel, Lake Winnipeg.

Thompson, Fredk. S., 21, sailmaker, Birkenhead, supposed drowned; vessel missing since April 1, sea, Mysore.

Tremain, Wm. Thos., 18, mate, Hoo, Kent, drowned (knocked overboard by foresail), Aug. 13, Gravesend Reach, Wm. Paxton.

Trickett, —, A.B., drowned (total stranding), Jan. 26, off Texel, Rohilla.

Unknown, fireman, drowned (vessel stranded; total), supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Unknown (five), supposed drowned (vessel missing; found bottom upwards), North Atlantic, La-burnum.

Unknown (four), supposed drowned; vessel reported missing, Lake Ontario, Blanche.

Wadmore, H., 42, steward, Portsmouth, diarrhoea, Aug. 5, Gulf of Suez, Broomehaugh.

Walker, John, 41, fireman, South Shields, typhoid fever, Aug. 17, Baltimore Hospital, Carlisle.

Walton, John George, 20, apprentice, North Shields, washed overboard, Scottish Wizard.

Walsh, David, 33, A.B., Belfast, drowning, when bathing, Aug. 3, Quebec, Thomas Hiliary.

Ward, Wm. Rufus, 20, apprentice, Leicester, supposed drowning, vessel missing since April 1, sea, Mysore.

Watson, John, 38, shipped as cook, made O.S., Glasgow, debility, April 27, Eolie.

Weston, George, 29, A.B., London, fell from aloft, June 21, Rio de Janeiro, Royal Alice.

Whaley, A., 23, assistant steward, Louth, brain fever, Aug. 26, Hull Infirmary, Angelo.

White, Patrick, seaman, British, consumption an general decay, Aug. 10, sea, Wexford.

Williams, John, 39, 2nd mate, Swansea, dysentery, Jan. 17, sea, Lord Clyde.

Williams, Joseph, fireman, drowned (total stranding), supposed March 13, left ship March 12, off Gulf of Penas, Gulf of Aden.

Williams, Joseph, 21, A.B., Moifrae, drowned (fell overboard), Aug. 25, sea, Lassell.

Williams, Thomas, 43, third engineer, Port Talbot, syncope, Aug. 21, at sea, s.s. Uppingham.

Williamson, Anthony, 18, O.S., Seaham, drowned (total collision), Aug. 11, off Vigo, s.s. Halcyon.

Williamson, Cnaries, 37, A.B., Northampton, drowned; ship lost, Jan. 12, sea, Marlborough.

Wilson, John, 45, seaman, Isle of Man, general debility, Sept. 1, sea, s.s. White Head.

Wilson, John, 50, deck hand (labourer), Scotch, drowned (vessel run down and sunk); total Sept. 9, River Clyde, Mary.

Worcott, Lewis, 20, O.S., British, drowned (overbalanced himself and fell overboard after putting up the side lights) Sept. 8, 7:30 p.m., about 2½ miles N.W. from Holyhead Breakwater Lighthouse, Elizabeth.

Wright, Henry, 40, graser, Stafford, drowned; ship lost, Jan. 12, sea, Marlborough.

Young, Wm., 18, O.S., Barrow, drowned (fell off main yard arm while furling sail), May 27, sea, St. Joseph.

At the Guildhall Police Court on Oct. 17, Charles Rumley, 46, lighterman, of Rosebury-road, Limehouse, charged with suborning George Avey and Charles Edward White, lightermen, to commit perjury in evidence given by them in an action in the City of London Court, arising out of a collision on the Thames in December last, was committed for trial.

## CORRESPONDENCE.

## A CORRECTION.

To the Editor of "Seafaring."

DEAR SIR.—Enclosed please find letter from Geo. Irving, also cutting from SEAFARING, in which I am reported to have said he was offered money by the shipowners. This is not so. What I said was that Hornsby had offered Irving a job as outside delegate at £2 a week, and that there was plenty of money behind it. Irving admitted my statement, but told the Congress he refused Hornsby's offer. Can you rectify this in your next issue?—Yours faithfully,

J. H. WILSON,  
Sailors' and Firemen's Union, General Secretary.  
Central Office, Oct. 18, 1890.

[We regret the mistake, and gladly publish this correction.—Ed. SEAFARING.]

## THANKS.

To the Editor of "Seafaring."

SIR.—Allow me through the pages of your ever increasing paper, to thank Mr. Samuel Begg, treasurer of the Hull Branch, and likewise Mr. Hill, secretary Hull Branch, and Mr. Hodgson, proprietor of the Union Home, Robinson's-row, Dagger-lane, Hull, for their kindness to me while in Hull waiting the decision of the Court in the case of *Jacq. v. Rennie*; wishing them every success in the Hull Branch.—Yours in unity,

J. C. THOMPSON.

Aberdeen, Sept. 30, 1890.

## WANTED, A MANNING SCALE.'

To the Editor of "Seafaring."

MR. EDITOR.—Allow me a small space in our clipper SEAFARING to let my brother seamen know how they man the full-rigged ship —, of Liverpool. She was loading for Melbourne. The captain went home for a few days, and brought back a crew of non-Union A.B.'s and a cook. He signed them at the Custom House. Being four hands short he could not get them there, as we are all Union men here. The captain not knowing what to do to get the rest of his crew, went to a fishing village and got four boys who never were at sea in a ship before. Then they got another two boys from a fishing village. One never was at sea in a ship, and the other was one voyage. The — is a ship of 1,397 tons. Her crew consisted of captain, chief mate, a second mate, and one apprentice acting third mate, one cook, and a Chinaman as steward, six able seamen, nine ordinary seamen, and three apprentices. Now here are six able seamen in that ship, three in a watch. That means a wheel and a look-out every watch. I think it is near time that we had a Manning scale when we have a ship 1,397 tons with three able seamen in a watch, one at the wheel and one on the look-out, and if a squall struck her who is going to stow the royal or top-gallantsail? Boys cannot do it, who never were at sea before. Coming home round the Horn, I wonder who is going to take in the fore-sail or main-sail? In all my life I never saw such a small crowd of men going to sea. I could only see two men in her; the rest was all boys.—I am, yours,

A CORK FENDER.

## OFFICERS AND STEWARDS.

To the Editor of "Seafaring."

DEAR SIR.—I notice in SEAFARING of last week, a letter from "Ignoramus," being an answer to my letter of the previous week; well might he sign himself "Ignoramus," for a letter couched in terms of greater ignorance I never saw. By the description "Ignoramus" gives of the captains and officers with whom he has sailed, he has, I presume, been all his life on the coast, where the captains and officers as a rule do not possess that education and refinement of manner which helps to constitute a gentleman. I do not wish to cram down the throat of "Ignoramus" the idea that because a man gets to be captain, he must of necessity be a gentleman, but I contend that it is not only in the P. & O. and other mail lines, where gentlemen are to be found. There are hundreds of captains and officers in the class of boat to which I belong, who are not able to afford to join the large passenger lines, and who are in every sense of the word gentlemen. As for "Ignoramus" talking about captains who can hardly write their own name, he must, I think, be the "Ancient Mariner" who went to sea in the time of Noah. As I said in my last letter, when a

man gets to be an officer, it is, I consider, consistent with his position, to be treated a little better than the forecastle. I may inform "Ignoramus" that the steward here is not some down-trodden foreigner, but an Englishman, and if "Ignoramus" were steward here, he would have to attend on the officers, and would then for the first time understand what his duties are on board ship. Apologising for the unusual length of my letter, and hoping you will find room for it in your valuable paper SEAFARING.—I am, dear Sir, yours truly,

A. G. A. (Second Mate).

Oct. 6, 1890.

To the Editor of "Seafaring."

DEAR SIR.—Seeing in your issue of the 20th ult. a letter entitled "A Steward's Grievances," and as I seem to be the master alluded to, I must ask for space in your valuable paper to show how this steward, that always had the "thick end of the stick," did not get his £1 bonus. As to his complaint about the purpose for which the stores were put on board, I suppose a man can do as he pleases with his own property? With reference to his giving me a brush down before going on shore, I think he has received sufficient answer from your correspondent, "Second Mate." Now, Sir, for the other side. Being short of a steward in Glasgow about the beginning of July, I asked a well-known provision dealer there if he knew one, and amongst others he recommended "the aggrieved one." I will leave it to your readers to judge if he deserved any gratuity from me. Soon after our arrival at a Spanish port, one of the crew (a fireman) sold his blanket to a boatsman, and purchased some of this new German spirit, which nearly drove him mad—so much so, that he was brought on board lashed in a boat, naked. The following day I was engaged until after dinner, in company with Her Majesty's Consul, getting the Captain of the Port to prohibit all bumboats coming alongside my ship. When I went on board my officers complained that their dinner was spoiled, and the steward under the influence of drink. When I went into the cabin I found such was the case, and gave the steward a bit of my mind. The following day I had reason to complain of so much soft bread coming on board with the daily meat, as I had plenty of flour amongst the stores. The steward told me he could not get his bread right, and if I was at any loss I could deduct it from his wages. Things went on in this way until arrival at Liverpool, when the following morning no steward was to be found, and the assistant he complains of had to do the double work until after dinner, when I received a letter from Dale-street Police Court, begging me to pay his fine, or he would be sent to prison. He was dismissed on arrival at Glasgow, and since we got rid of this "experienced steward," who kept a cookery book on his pantry shelf for reference, I have never had any complaints, although most of the old crew are on board, also his assistant.—I am, yours truly,

THE MASTER OF A DUBLIN STEAMER.

To the Editor of "Seafaring."

SIR.—Being a constant reader of your valuable paper, which has done so much for seafaring interests, I wish to answer your correspondents "Steward" and "Second Mate," under the heading of Officers and Stewards. In some cases I quite concur with "Steward." I myself am a steward, having 13 years' experience on some of the largest liners out of Liverpool and Glasgow, and I have never seen a steward yet clean a second mate's room. He must mean a boy, not a steward. I have been both on the Atlantic and the Indian trade in passenger boats as chief steward, and have never had my work found fault with until I had the misfortune to sail in a steamer owned in this port, and owned by a justice of the peace, on which I did not know how to make a cup of tea the right way. The captain, who carried his wife with him, used to order everything, and what he used to get was far different to what any steward would take, and any owner would like to pay for; but the captain saw to all that for his own interest. He used to inform me what to have for breakfast, dinner, and tea, and I have done for a large crew and passengers, and this was only a poor fed Hull collier. He would have separate butter, tea, fish, meat, sauce, etc., which he said he paid for. I, as steward, never saw any bills for them. There was only the chief mate at table with them. He had what the ship allowed, and the captain and his wife sang hymns, and had the name of being teetotal and religious. Now, Sir, I have been steward on good steamers, and hold first-class references, which I can show to Mr. Hill, our secretary. How could I not do my work here?

If I am to blame, did the captains I have been with know what a steward was or is supposed to be, or have I been deceiving them all these years? Such men as my last one and also second mate, forgot a few years ago (since I started) they were in the forecastle. Did anyone clean their room or brush their clothes there? I for one never object to brush a captain's clothes. He is my master, and everybody on board should uphold him, but when he forgets himself as my last one did, going about the galley and seeing what was in the pots, can you blame anyone? And a captain who is a gentleman, will not make either a boats or a valet of his steward. "Second Mate" ought to try and work his way into a decent firm, and then there would be a boy employed to look after the officers' rooms, but never the steward. Until the last employ, I have never sailed as steward where I had to clean second mates' rooms, and I have been in larger boats than 1,200 tons. I have always had a boy or second steward, and hope in my time I shall never have to sail with "Second Mate" as master, as he, from appearances, would make a worse one than my last. I have always heard a lot about English ships being the best afloat, but if these are a fair sample, I hope that the Clyde shall always be able to support me, where a steward in most lines is treated as a man and not as a greenhorn, and also as good as any second mate. I always count myself so. If some of these so-called officers found their true places it would be as seafarers, as they are totally unfit to have charge or manage men. I hope some other brother of the cloth will take this matter up who is better able to deal with it than me. So, Sir, please excuse me for trespassing on your indulgence.—I remain, yours truly,

Hull.

## EXPERIENCED.

## OFFICERS AND ORGANISATION.

To the Editor of "Seafaring."

DEAR SIR.—In your Dog Watch Notes of Sept. 20, you refer to the action taken by the Hull Branch, compelling the masters and mates to join the Officers' Union. Some have availed and joined. While others have said, "The sooner you take action and compel us to join the better, for we shall then have an excuse for doing so." When a man does not wish to join a Society, he is ready to make any excuse for not doing so. The excuse made by some of the Hull officers has been that they would not go to the offices of the Seamen's and Firemen's Union to join their Society, as it looked too much like being in the same swim with us. There is another sore point with the officers that I have heard freely commented upon. They do not like to be approached on the subject of joining a Society by men who at some time may have served under them as a seaman or fireman. And I must confess that were I a secretary, I should not like the idea of approaching an officer on the subject. It does seem strange that we should have to preach the doctrine of Trade Unionism to an enlightened class of men like our officers. One master told me that he supposed as soon as we got them to join the Union, we should want them to come out on strike. In answer to that I may say that the masters and officers control their own Society, and so long as they are content with the present state of things, I do not see that we have any reason to complain. But perhaps when the officers wake up to the fact that they are an organised body, they may begin to think that they have some slight grievances, and the time may come when they will try to improve their present condition. Let that time be sooner or later, I feel assured that when it does come they will find the Seamen's and Firemen's Union ever ready and willing to help them. I have heard several of the Hull officers say that they would like to see Captain T. Lucock, and that they think were he to call a meeting of the officers of the port, it would do a great deal of good to the cause. With thanks for past favours,—I remain, dear Sir, yours truly,

THE MAN WITH A CARPET BAG.

## THE TRUTH OF THE MATTER.

To the Editor of "Seafaring."

SIR.—Will you be so good as spare a corner of your paper so that I may lay before the readers of SEAFARING what the shipowners call a "crushing defeat of the Seamen's Union." The defeat the shipowners refer to is the case of the s.s. *Moravia*, of Leith, which loaded here (Bo'ness) for Riga about a month ago. I asked the steward of that ship whether he was a member of the Seamen's Union. The answer I received was to — with the Union, and other abuse. I found the crew had bound themselves to the s.s. *Moravia* to complete the voyage. Upon her arrival in Leith about

a fortnight ago, stringent measures were taken against the steward for his insulting conduct to the officials of the Union, and, in fact, the whole Union at large. The sailors and firemen left her, and the dock labourers would not discharge her cargo. The owners thought that by removing the *Moravia* from one dock to the other, where a larger number of non-Union dock labourers were employed, they would have no difficulty in discharging the cargo. However, the first difficulty was to get sailors to remove the *Moravia*, as not a sailor or fireman could be obtained to go on board, therefore the officers removed her. After her removal there was the same difficulty in getting dock labourers to work the cargo. On Monday a few non-Union men were secured to work three hatchways, and on Tuesday night at ten o'clock the s.s. *Moravia* arrived at Bo'ness to load for Riga. She was placed at the south side of the dock, as a small portion of general cargo was waiting to be shipped. The bulk of her general cargo had gone on to other ports, as the shippers could not wait longer. Upon finding the dock labourers would not put the general cargo on board the vessel was removed to the north side to the hoist to take in coals. The same difficulty awaited her there, no person going near to work the cargo. On Wednesday night about ten o'clock a break van with about twenty men inside, and an engine drawing it, came up alongside with an escort of police waiting to see the men safe on board. The next difficulty was to get some persons to work the hoist. Despite all their endeavours to get a man from the dock they failed on Thursday. On Friday five men were sent by railway from some place not far distant, but the North British Railway's servants, upon hearing the nature of the dispute, refused to work the hoist, and left again by train. The next step was to send three men from Burntisland to work the hoist, who arrived here at about quarter-past seven on Friday night, who were placed upon an engine abreast the railway station, and ran down alongside the s.s. *Moravia*. Upon the hoist being pointed out to them they simply walked away, the dock labourers sending up three ringing cheers for the Burntisland men. Upon going my rounds on Saturday morning I saw the chief engineer, also the second engineer, of the *Moravia* getting instructions from a dock official how to work the hoist. I waited to see the result, and to my surprise I saw the chief engineer, also the second engineer of the s.s. *Moravia*, a vessel of 2,000 tons gross, working the hoist. Work went on very slowly, one report stated coals were being shipped at one hundred tons per hour. That cannot be true. The s.s. *Moravia*, I understand, had 1,200 tons of coals to take on board, and the time taken to load her being from Saturday morning at seven o'clock till Wednesday afternoon at four o'clock, whereas at the rate of 100 tons per hour the 1,200 tons would have been on board in 12 hours, while the time taken up for shipping coals was about 60 hours. This is what the owners claim as a "glorious victory." But where the "victory" comes in it is difficult to see. It is many years, I understand, since such a crowd gathered here to see a ship sail. And the jeers and ridicule heaped upon the ship and crew easily showed what the public thought of the "glorious victory." Whether she got a full cargo or not is open to question. If there is any victory in the matter it belongs to the Bo'ness men who stood true to their colours and faithful to the Union. Not a man amongst them wavered, and were the labourers of every port to follow their example we would soon show the proud capitalists who deny us the right of combination to secure fair wages what free men can do.—Yours faithfully,

F. F. GANT,  
Secretary to Sailors' and Firemen's Union,  
Bo'ness Branch.

Several letters are held over for want of space.

AT Cardiff, Oct. 15, William Dodd and William Thomas were charged with an offence under the Merchant Shipping Act. Defendants shipped at Cardiff on board a Whitby steamer called the *Dunsley*. They had never been to sea before, and Dodd represented that his last ship was the *City of Jersey*, belonging to Bristol. Defendants were each fined 5s. and costs, or in default, seven days.

AT Hull, William Rust, master of the smack *Lord Chancellor*, has been summoned for a breach of the Merchant Shipping (Fishing-boats) Act, 1883. On Aug. 20 Rust engaged a man named Hunt as second hand, and took him to sea without an agreement having been entered into. A fine of 10s. and costs was imposed.

## IN THE DOG WATCH.

It is said that the insolence and insubordination of some Union men aboard ship, has thrown many sympathisers into the arms of the enemy. If there be any ground for this charge, we can safely say that men guilty of such conduct would not have been defended by the Union if reported.

Justice to seamen means justice to officers as well as to crews. No ship can be safe if discipline is not maintained aboard, and it is a gross libel on the Union to assert that its objects are in any way inconsistent with the maintenance of discipline. Captains and officers will discover this to be true if they will put before the Union all cases of insubordination or insolent conduct on the part of seamen.

It is not, however, captains and officers so aggrieved who have thrown in their lot with the shipowners. Captains and officers who have done so are either members of bogus Societies, subsidised by shipowners to injure genuine ones, or Societies which have done little or nothing for their members, or Societies that fear to ask increased wages. These organisations, in most cases, have existed to provide their officials with incomes, and have never been really conducted in the interests of their members. The fact that they have taken the side of the shipowners stamps them as useless to captains and officers.

Anything more absurd than the argument of certain papers that it is undignified for a captain or officer to join a Trade Union, was never heard. The masters and officers of the Mercantile Marine do not pretend to be the social superiors of doctors or lawyers, who have their Societies corresponding to Trade Unions. Nobody ever heard of a lawyer saying that he must trust to the generosity of his clients to pay him adequate fees, rather than to the custom and support of his profession. Yet this is the sort of thing that captains and officers are told. Men who can swallow such drivelling nonsense are in a sad state. But in addition to them we have to think of other men, who fight shy of the Shipmasters' and Officers' Union because, they say, Mr. J. H. Wilson, of the Seamen's Union, is at the head of it, and he is merely a seaman.

To such men we would say, "Does not a Lord rank before a Commoner in England, and are there not Lords proud to be led by Mr. Gladstone, a Commoner?"

Any assistance obtained from Mr. J. H. Wilson by the Shipmasters' and Officers' Union, is obtained because of his ability as an organiser, as shown in the success of the Seamen's Union. It is not because he is put over the captains and officers that he is called in. It is because he has special knowledge that they have not got.

He is employed for his special knowledge, just as a doctor, an engineer, a lawyer, or a navigator is. It is not considered in any way undignified for a man, even in the highest ranks of society, to call in special knowledge and act upon it.

What would be thought of a duke, suffering from toothache, who refused to avail himself of the dentist's aid because the dentist did not belong to his own rank?

Anybody would laugh at such an insane scruple. But that is exactly the sort of scruple that has been instilled into the minds of certain captains and officers, who will not get their position improved because the Society that could improve it gets the advice occasionally of a seaman. How absurd this is we trust they will soon see.

Whether they do or not, all classes of men employed by shipowners must sooner or later find out that their interests are not on the side of the employers, but on the side of the employed.

It is officially announced that "the orders given by the Admiralty are to the effect that all salt meat which is condemned—i.e., which is not considered advisable to issue or re-issue to the crews of Her Majesty's ships—will not be sold by public sale, but will all be delivered to contractors for use in the soap-boiling trade, after it has been chemically treated in such a manner as to render its use as human or any other food, absolutely impossible."

As the official letter containing this welcome announcement adds, "So long as this regulation is strictly followed, there can be no danger whatever of condemned Naval salt meat being supplied to the Mercantile Marine." This is another victory for Mr. Plimsoll.

The magic lantern, which has been found so useful in conveying political, or rather party, lessons, is, it seems, about to be enlisted on the side of the seaman, in order to bring home to the public mind some of his grievances.

### We read in one or two papers that—

It is stated that Mr. Samuel Plimsoll (President of the Sailors' National Union) and Mr. J. H. Wilson propose shortly to go on a tour in all the chief cities of the United Kingdom with magic lantern views of vessels which have been over-loaded or undermanned. The proceeds will go to the Widows' and Orphans' Fund of the Union.

It is to be hoped that this report is correct, and that pictorial representations of the seamen's quarters, etc., will also be given by the magic lantern. Such representations would do much to enlighten the public mind on the subject, and to secure popular sympathy.

## LABOUR TROUBLES.

The whole of the seamen and firemen on board the Shaw-Savill and Albion Line steamer *Tainui*, from New Zealand, now lying in the Royal Albert Dock, have struck against the employment of shore labourers to execute repairs to machinery on board the ship, which is contended is properly the work of the firemen.

The dockers' strike at Barrow continues. The Union of dock labourers has pledged itself to support the Barrow men.

A dispute among the copper ore dischargers at Bath & Son's copper ore wharf, Swansea, has been settled.

An order was issued by the Amalgamated Society of Coal Porters on Saturday to the effect that any member or members of the organisation who shall strike or cease work without an order from the chairman of the committee, or from the delegates of the Wade's Arms Council, will be ordered before the committee.

Sir Robert Stout, ex-Premier of New Zealand, speaking on the Australian strike, has proved the owners to be to blame. The following telegram is published as having been received in London:—

"Champion is enemy of Australia; struggling on; will win with your assistance; will repay shortly.—Murphy, Trades Hall, Melbourne." It will be remembered that Mr. Champion cabled to England to the effect that pecuniary help should not be sent. Capitalist papers assert that the owners have won, but there is no evidence of this.

It is reported that the directors of the docks in London have decided to violate the agreement of last November with the men. Notices are issued, or being issued, abolishing the Union representatives who have stood at the gates and bossed the gang. This is done to introduce blacklegs, for whose benefit other changes are being made, and the directors seem bent upon supporting the blacklegs at all costs. A leading London capitalist paper (the *Standard*) has authority for denying the report that the Shipowners' Federation are about to lay up their ships, remarking that no shipping firm which has undertaken the obligation of mail contracts could join in such a lock-out as that alleged to be proposed, until the contracts had expired.

## SHIPS SPOKEN.

Andross, British ship, passed west, Oct. 13, 50 N., 32 W.  
 Ariadne, barque, of London, steering SW, all well, Oct. 14, 46 N., 12 W.  
 Ailsa, British steamer, New York for Kington, etc., Oct. 2, 10 miles north of Watling's Island.  
 Avonport, British barque, Rotterdam to New York, Oct. 2, 43 N., 51 W.  
 Berar, barque, of London, all well, Oct. 16, 46 N., 9 W.  
 Bentala, s., from Philadelphia, Oct. 9, 37 N., 69 W.  
 Breail, s., steering south, Oct. 12, 15 N., 18 W.  
 Birker, barque, steering west, Aug. 20, 56 S., 78 W.  
 Beltans, barque, Sept. 13, 10 S., 19 W., by the Kaffir Chief, at Falmouth.  
 City of Glasgow, British ship, Rangoon to London 80 days, all well, Sept. 14, 35 S., 25 E.  
 Caradoc, s., Oct. 9, off Cape Espechil.  
 Childwall, barque, of Liverpool, steering WSW, Oct. 19, 49 N., 7 W.  
 Cape Wrath, English barque, of Greenock, steering west, Oct. 6, 49 N., 7 W.  
 Clairmont, barque, of Glasgow, bound south, Sept. 28, lat. 19 N., 37 W.  
 Dunottar Castle, s., London to Cape Town, Oct. 15, 30 N., 16 W.  
 Dorian, British steamer, New York to Kingstown, etc., Oct. 1, 20 miles north of Cape Maysi.  
 Eastern Monarch, British ship, New York to Batavia, Oct. 1, 36 N., 53 W.  
 Edward Kidder, barque, New York to Valparaiso, Oct. 6, 39 N., 70 W.  
 "Folwood or Forewood" (? Fulwood), ship, of Liverpool, 20 days, steering south, 12 N., 26 W.  
 Gateside, barque, bound south, Oct. 1, 8 N., 24 W.  
 John R. Kelley, ship, Philadelphia to Hiogo, Sept. 19, 9 S., 35 W.  
 John Johnson, British barque, Konigsberg to Boston, Oct. 9, 43 N., 61 W.  
 Kosciusko, steering south, Sept. 27, 15 N., 27 W.  
 Little Secret, brigantine, steering NE, Oct. 10, 38 N., 6 E.  
 Lowther Castle, Liverpool to Philippine Islands, Oct. 16, off Tuskar.  
 Metropolitan, s., steering west, Oct. 10, 40 N., 69 W.  
 Mansop, brig, New York to Sierra Leone, all well, Sept. 28, 36 N., 39 W.  
 Naparima, s., for West Indies, Oct. 14, 45 N., 12 W.  
 Oregon, British schooner, steering SW by W., Oct. 13, 49 N., 36 W.  
 Origin, of Jersey, bound west, Oct. 5, 49 N., 24 W.  
 Orpheus, of Greenock, for Batavia, all well, Sept. 17, 9 N., 28 W.  
 Persian, barque, steering south, 12 N., 26 W.  
 St. Magnus, Sept. 27, 15 N., 27 W.  
 St. Pancras, British steamer, New York to Liverpool, Oct. 9, 324 miles east of Sandy Hook, by the England, s., at New York.  
 Sapphire, s., Sept. 24, 15 S., 37 W.  
 Scratte, barque, of and from Liverpool to Talcahuano, Sept. 18, 15 S., 37 W.  
 Sapphire, s., of London, steering south, Sept. 12, 15 N., 26 W.  
 Theodor, Liverpool to Japan, Oct. 13, off Holyhead.  
 Violet, British barque, Fowey to New York, Sept. 28, 51 N., 26 W.  
 Wolf, barque, of Halifax, New York to Valparaiso, etc., Oct. 4, 38 N., 62 W.  
 Zimi, for Cardiff, Sept. 28, 21 N., 83 W., from Liverpool.

## NOTICES TO MARINERS.

The substance of these Notices, as soon as received on board, is to be inserted in red ink on the Charts affected by them; and introduced into the margin, or otherwise in the page of the Sailing Directions to which it relates. *See Admiralty Instructions, 1887, Navigation and Pilotage, p. 363.*

(The bearings are Magnetic, and those concerning the visibility of lights are given from seaward.)

### ENGLAND—EAST COAST.

#### RIVER THAMES ENTRANCE.

#### SHINGLES SAND—ALTERATION IN CERTAIN NAMES.

Information has been received from the Trinity House, London, dated 18th September 1890, that the portion of Shingles sand heretofore known as East Girdler will in future be named *West Shingles*; and the beacon (erected in 1889) heretofore known as East Girdler beacon, will in future be named *North-neck Shingles* beacon.

Approximate position, lat. 57° 31' N., long. 1° 11' E.

This notice affects the following Admiralty Charts:—English Channel, No. 2675e; Dover and Calais to Orfordness, No. 1406; North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607: Also North Sea Pilot, part III, 1889, pages 336, 337.

### ENGLAND—EAST COAST.

#### YARMOUTH APPROACH.

#### S.W. HOLM AND SCROBY ELBOW BUOYS—ALTERATION IN POSITIONS.

The Trinity House, London, has given Notice, dated 23rd September 1890, that in consequence of the shifting of the sands in the approach to Yarmouth, the positions of the two undermentioned buoys have been altered, as follows:—

1. S.W. HOLM BUOY has been moved one cable eastward of its former position, and now lies in 5 fathoms, with E. Newcome buoy bearing S.W. by S., dist. 7 cables, and N.E. Newcome buoy N.N.W. 4 W., dist. 4 cables.

2. SCROBY ELBOW BELL BUOY has been moved one cable south-west of its former position, and now lies in 9 fathoms, with W. Scroby Buoy bearing N.N.E. 4 E., dist. 1 1/2 miles, and East Caister church tower N.N.W. Wly.

The depths given are at low water spring tides.

#### (Variation 16° Westerly in 1890.)

This Notice affects the following Admiralty Charts:—Orfordness to Blakeney, No. 1630; Yarmouth and Lowestoft roads, No. 1543: Also, North Sea Pilot, part III, 1889, pages 254, 252.

### ICELAND—SOUTH-WEST COAST.

#### SUNKEN ROCK WESTWARD OF BLINDE FUGLE SKLÆR.

The Danish Government has given Notice, dated 17th September 1890, that from information received, there can be no doubt of the existence of a sunken rock, lying off the south-west coast of Iceland, with Blinde Fugle Sklar bearing E. 4 N., dist. about 12 miles; and that as the sea breaks heavily on the rock, there can be but little water over it.

Approximate position, lat. 63° 21' N., long. 23° 55' W.

NOTE.—On Admiralty Chart, Iceland and the Faroe Islands, No. 274<sup>1</sup>, a sunken rock is already shown in the above position. The sunken rock shown on Chart, Portland to Snelfells Jokel, No. 2733, with Blinde Fugle Sklar bearing N.E., dist. about 11 miles, is erroneously placed, and should be in the above-mentioned position. Further examination of the locality is intended.

#### (Variation 40° Westerly in 1890.)

This Notice affects the following Admiralty Charts:—North Polar Sea, Nos. 260, 274; North Atlantic ocean, Nos. 2159, 2060a; Arctic ocean and Greenland seas, No. 2282; Iceland and the Faroe Islands, No. 2740; Portland to Snelfells Jokel, No. 2733.

### GULF OF ST. LAWRENCE.

#### PRINCE EDWARD ISLAND.

#### INDIAN ROCKS BUOY—AMENDED POSITION.

With reference to Notice to Mariners, No. 432 of 1890, on an automatic whistle buoy having been placed near Indian rocks, south-westward of South point, Prince Edward Island:—

The Government of the Dominion of Canada has given further Notice, dated 16th September, 1890,

that Indian rocks buoy, coloured red, is moored in 9 fathoms water, westward of the rocks (in order that it may serve as a guide to clear Bileman Reef), with Bell point bearing N. by E. 4 E., and Wood Island Lighthouse E. 4 S.

Position, lat. 45° 58' 10" N., long. 62° 49' W.

NOTE.—When the sea is smooth the whistle may not sound.

#### (Variation 24° Westerly in 1890.)

This Notice affects the following Admiralty Charts:—St. John's to Halifax, No. 2666; Northumberland strait, eastern part, No. 2034; also, St. Lawrence Pilot, vol. II., 1881, page 113.

### BLACK SEA.

#### RIVER DANUBE ENTRANCE.

#### SULINA MOUTH—INTENDED WITHDRAWAL OF AUTOMATIC SIGNAL BUOY, AND INTENDED ESTABLISHMENT OF FOG SIGNAL AT LIGHTHOUSE.

Information has been received, that the buoy, fitted with an automatic whistle, moored off Sulina Mouth, River Danube entrance, will be withdrawn. Also, that it is intended to establish a fog signal at the outer lighthouse at the mouth.

This Notice affects the following Admiralty Charts:—Kaliakra to Odessa, No. 2231; delta of the Danube, No. 2835; Sulina mouth, on sheet No. 2207: Also, Admiralty List of Lights in the Mediterranean, 1890, No. 923; and Black Sea Pilot, 1884, page 29.

### SOUTH AMERICA—WEST COAST.

#### PATAGONIA—DUKE OF YORK ISLAND, SCOUT AND VIRAGO ROCKS PROBABLY IDENTICAL.

From the reports of officers commanding the mail steamers of the P.S.N. Co., it appears probable that Scout rocks and Virago rock given on Admiralty Charts, Nos. 561 and 23, as lying respectively in lat. 50° 48' S., long. 75° 40' W., and lat. 50° 46' S., long. 75° 30' W., are identical, and that the true position is between the two, and nearer to that given for Vigaro rock. The rock is above water.

This Notice affects the following Admiralty Charts:—Magellan strait to gulf of Peñas, No. 561; channels between Magellan strait and gulf of Trinidad, No. 23: Also, South America Pilot, part II, 1886, page 208.

### BALTIC—RUSSIAN COAST.

#### INTENDED FIXED LIGHT NEAR PAPPENZE.

The Russian Government has given Notice, dated 27th August 1890, that a light will shortly be exhibited from a lighthouse in course of construction near the village of Pappenze, on the coast of Kourland:—

Pappenze light will be a *fixed white* light, elevated 69 feet above the sea, and should be visible in clear weather from a distance of about 9 miles.

The illuminating apparatus is dioptric, or by lenses, of the sixth order.

The lighthouse, constructed of wood, is 63 feet high, painted yellow, cupola green.

Approximate position, lat. 56° 12' N., long. 20° 59' E.

Further particulars will be published, on the exhibition of this light.

This Notice affects the following Admiralty Charts:—Baltic sea, No. 2842b; Memel to Libau, No. 2371: Also, Admiralty List of Lights on the Eastern shores of the North Sea, &c., 1890, page 148; and Baltic Pilot, 1888, page 187.

### MEDITERRANEAN.

#### ITALY—WEST COAST.

#### LEGHORN—DREDGING OPERATIONS IN NORTHERN ENTRANCE.

The Italian Government has given Notice, dated 16th September 1890, that for a period of about three months, a dredger will be employed in deepening the water in the northern entrance to the port of Leghorn (Livorno), between the northern extremity of the curved mole and the northern inner mole head.

NOTE.—Mariners using the northern entrance should be careful to avoid fouling the cables, or warps, of the dredger.

This Notice temporarily affects the following Admiralty Pilot:—Leghorn roadstead, with plan of port of Leghorn, No. 2534: Also, Mediterranean Pilot, vol. II., 1885, pages 109, 113; and Hydrographic Notice, No. 1 of 1889, relating to Mediterranean Pilot, vol. II., page 4.

## CANADA.

## RIVER ST. LAWRENCE—SOUTH TRAVERSE.

## BEAUJEU BANK LIGHT-BUOYS—ALTERATION IN THE CHARACTER OF LIGHTS.

The Government of the Dominion of Canada has given Notice, that on 10th September 1890, the following alteration was made in the character of the lights shown from the light-buoys marking Beaujeu bank, South Traverse, river St. Lawrence:—The gas light shown from the buoy on the north-eastern end of Beaujeu bank is a *fixed pink light*. Approximate position, lat.  $47^{\circ} 64' N.$ , long.  $70^{\circ} 23' W.$

The gas light shown from the buoy near the south-western end of Beaujeu bank is an *occulting white light*, the period of occultation being about *six seconds*.

Approximate position, lat.  $47^{\circ} 41' N.$ , long.  $70^{\circ} 30\frac{1}{2}' W.$

The above alterations have been made for the purpose of readily distinguishing these buoy lights, from the lights of the numerous small vessels that anchor in the vicinity.

This Notice affects the following Admiralty Charts:—Grose Island to Quebec, No. 315; The Traverses, with plan of Beaujeu channel west narrows, No. 318; Also, St. Lawrence Pilot, vol. I., 1882, pages 267-270; and Hydrographic Notice, No. 6 of 1888, relating to St. Lawrence Pilot, vol. I., page 11.

## BALTIC ENTRANCE—THE SOUND.

## HELSINGÖR—ADDITIONAL HARBOUR LIGHTS.

The Danish Government has given Notice, dated 1st October 1890, that two leading lights are temporarily exhibited from the south-west part of Helsingör (Elsioro) harbour, showing *fixed green* to the eastward, and which kept in line bearing W. by S. lead southward of the shoal ground off Kronborg point in at least 22 feet water, and into the harbour between the mole heads.

Also, that in the course of the Autumn of 1890, a *fixed white light* will be exhibited on the South mole of Helsingör harbour, which will be visible in the direction of the North mole head, but be obscured in other directions.

(Variation  $11^{\circ}$  Westerly in 1890.)

This Notice affects the following Admiralty Charts:—Baltic sea, No. 2842 a; The Sound, with plan of Helsingör harbour, No. 2115; Also, Admiralty List of Lights on the Eastern shores of the North Sea, &c., 1890, page 112; and Danish Pilot, 1885, pages 138-140.

## MEDITERRANEAN.

## BALEARIC ISLANDS—IVIZA AND MAJORCA.

With reference to Notice to Mariners, No. 426 of 1889, on irregular action of Conejera and Dragonera islets lights, situated respectively on the western coasts of Iviza and Majorca:—

The Spanish Government has published the following information, dated 6th September 1890:—

1. CONEJERA ISLET LIGHT, *revolving white*, now attains its greatest brilliancy *every minute*, with regularity.

Approximate position, lat.  $39^{\circ} 0' N.$ , long.  $1^{\circ} 13' E.$

2. DRAGONERA ISLET LIGHT, *fixed and flashing white*.—The irregular action of this light has been greatly decreased, the interval of flash may however differ *six to eight seconds* from its proper interval of *two minutes*.

Approximate position, lat.  $39^{\circ} 35' N.$ , long.  $2^{\circ} 19' E.$

This Notice affects the following Admiralty Chart:—Alicante to Palamos, No. 1187; Also, Admiralty List of Lights in the Mediterranean, 1890, Nos. 72, 73; and Mediterranean Pilot, vol. I. 1885, pages 156, 164.

## BAY OF BISCAY.

## FLOATING WRECKAGE.

Information has been received, that the Master of the British steam vessel *Oakfield* reports having passed, on 3rd October, 1890, in a position dangerous to shipping, a large quantity of wreckage, including some heavy spars about 60 feet in length, when in lat.  $46^{\circ} 32' N.$ , long.  $7^{\circ} W.$

In this locality the current is uncertain.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic ocean, No. 2060 a; British Islands to Mediterranean sea, No. 1; and Bay of Biscay, No. 1104.

## SOUTH AMERICA—EAST COAST.

## RIVER PARÁ.

## FIXED LIGHT ON JOANNES POINT.

With reference to Notice to Mariners, No. 47 of 1890, on the intended exhibition of a light from a lighthouse then to be erected on Joannes point, western shore of river Pará:—

Further information has been received that on 26th June, 1890, the light was exhibited:—

Joannes point light is a *fixed white light*, elevated 40 feet above the water, and should be visible in clear weather from a distance of 10 miles.

Approximate position on Admiralty Chart, lat.  $0^{\circ} 51' S.$ , long.  $48^{\circ} 31' W.$

This Notice affects the following Admiralty Charts:—Cabo do Norte to Maranham, No. 1803; river Pará, No. 2186; Also Admiralty List of Lights in South America, 1890, page 6; South America Pilot, part I., 1885, page 414; and Hydrographic Notice, No. 2 of 1887, relating to South America Pilot, part I., page 14.

## NORTH PACIFIC OCEAN.

## SANDWICH ISLANDS—OAHU.

## SHOAL REPORTED TO EXTEND OFF LAELOA OR BARBER POINT.

The French Government has given Notice, that a shoal is reported to extend a considerable distance southward of Laeloa or Barber point, the south-west extreme of Oahu.

NOTE.—Until further examination of the locality has been made, vessels rounding Laeloa or Barber point, should give it a wide berth, especially at night.

This Notice affects the following Admiralty Chart:—Sandwich Islands, No. 1510; Also, Sailing Directions for the Pacific Islands, vol. III. (Eastern Groups), 1885, page 151; and Hydrographic Notice, No. 12 of 1888, relating to Sailing Directions for the Pacific Islands, vol. III., page 11.

## NORTH AMERICA—WEST COAST.

## BURRARD INLET.

## (1) FIRST NARROWS—SHOAL N.W. OF BROCKTON POINT.

Information has been received from Captain E. G. Hulton, H.M.S. *Amphion*, of the existence of a shoal in mid-channel, north-westward of Brockton point, eastern end of First Narrows, Burrard inlet:—

This shoal, on which the steam vessel *Parthia* is reported to have touched on 21st June 1890, was subsequently examined by Lieutenant F. W. Barrett of the *Amphion*. Its extent, with depths less than 5 fathoms, is nearly one cable N.W. and S.E., and two-thirds of a cable N.E. and S.W.; the least depth found on it was 25 feet at low water springs, situated near the south-eastern edge of the shoal, with the eastern extreme of Brockton point bearing S.E.  $\frac{1}{2}$  E., distant  $2\frac{1}{2}$  cables, and Moodyville saw mill N.E. by E.  $\frac{1}{2}$  E.

CAUTION.—Until this shoal is buoyed, vessels of heavy draught should proceed with caution in its vicinity.

Approximate position, lat.  $49^{\circ} 18' 10'' N.$ , long.  $123^{\circ} 7' W.$

## (2) FIRST NARROWS—POSITIONS OF BEACONS, AND BUOY.

Also, Lieutenant Barrett has determined the positions of the beacons marking the edge of the bank, which dries at low water, on the northern side of First Narrows, and of the buoy marking the north-east edge of Burnaby shoal, to be as follows:—

(1) The west beacon is situated with N. Pin bearing S. by W.  $\frac{3}{4}$  W., distant  $7\frac{1}{2}$  cables, and northern extreme of Brockton point E. by S.  $\frac{1}{2}$  S.

(2) The middle beacon is situated E.  $\frac{1}{2}$  S., distant  $4\frac{1}{2}$  cables from the west beacon.

(3) The east beacon is situated with the eastern extreme of Brockton point bearing S.E.  $\frac{1}{2}$  E., distant  $5\frac{1}{2}$  cables, and Moodyville saw mill E.N.E., Easterly.

(4) The buoy marking the north-east edge of Burnaby shoal is moored with the eastern extreme of Brockton point bearing W.  $\frac{1}{2}$  S., distant 3 cables, and Buckland point, South.

A small white hut has been erected immediately within the eastern extreme of Brockton point.

(Variation  $23^{\circ}$  Easterly in 1890.)

This Notice affects the following Admiralty Charts:—Vancouver island, No. 1917; Haro and Rosario straits, No. 2689; Fraser river and Burrard inlet, No. 1922; Burrard inlet, No. 922; Also British Columbia Pilot, 1888, pages 138, 139.

## NORTH SEA.

## FLOATING WRECK.

Information has been received, that the Master of the steam vessel *Pallas* reports having passed, on 3rd October 1890, in lat.  $54^{\circ} 55' N.$ , long.  $5^{\circ} E.$ , a barque with whole of stern washed away, deck cargo wood, no name on bow, main and mizzen masts gone, ensign in fore rigging (supposed Norwegian). A small boat, painted white with red bottom, was lying amongst fore deck cargo.

This wreck presents a danger to shipping.

This notice temporarily affects the following Admiralty Charts:—North sea, Nos. 2339, 2182a.

## NORTH SEA.

## FLOATING WRECK WESTWARD OF ELBE RIVER ENTRANCE.

Information has been received, that the Master of the British steam vessel *Ender* reports having passed, on 4th October 1890, when about 57 miles W. by N. from Elbe River entrance, a vessel bottom up, about 6 feet out of the water; no name was visible, and she was apparently of about 500 tons burden.

This wreck presents a danger to shipping.

Approximate position, lat.  $53^{\circ} 54' N.$ , long.  $6^{\circ} 48' E.$

(Variation  $15^{\circ}$  Westerly in 1890.)

This Notice temporarily affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Ameland to Jade River, No. 2593.

## BALTIC ENTRANCE.

## SKAGERRAK OR SLEEVE.

## FLOATING WRECK.

Information has been received, that the Master of the steam vessel *Kopernikus*, reports having passed on 5th October 1890, in the Skagerrak or Sleeve, lat.  $57^{\circ} 30' N.$ , long.  $9^{\circ} E.$ , while on a voyage from Konigsberg to Hull, the wreck of a brig, painted green, with her topsides just awash, and no name visible.

This wreck presents a danger to shipping.

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2182b; Baltic Sea, west sheet, No. 2342a.

## SCOTLAND—EAST COAST.

## FIRTH OF FORTH.

## INCH GARVIE LIGHT—ALTERATION IN POSITION.

Information has been received, that Inch Garvie light (*flashing white*) is now exhibited at the north-west low water extreme of Inch Garvie, firth of Fo th, and is situated 100 yards S.E. of Craig Spurry.

Position, lat.  $56^{\circ} 0' 6'' N.$ , long.  $3^{\circ} 23' 10'' W.$

This light should be left to southward on passing through the northern arch of Forth bridge.

(Variation  $20^{\circ}$  Westerly in 1890.)

This Notice affects the following Admiralty Charts:—Scotland, with plan of the head of Firth of Forth, No. 2397a; St. Abb's head to Aberdeen, No. 1407; Firth of Forth, Nos. 114a, b; Also, Admiralty List of Lights in the British Islands, 1890, No. 308; and, North Sea Pilot, part II., 1885, page 203.

## GULF OF MEXICO—FLORIDA.

## BUOY OFF CAPE ST. GEORGE—ALTERATION IN CHARACTER.

The United States Government has given Notice, dated 27th September 1890, that a second-class automatic whistle buoy has been substituted for the nun buoy previously marking the outer shoal off Cape St. George:—

Cape St. George automatic whistle buoy, painted red, with *St. George* marked on it in large white letters, is moored in  $7\frac{1}{2}$  fathoms water, with West pass bar buoy bearing N.W.  $\frac{1}{2}$  N., and Cape St. George Lighthouse N.  $\frac{1}{2}$  W., distance 8 miles.

Approximate position, lat.  $29^{\circ} 27' N.$ , long.  $85^{\circ} 2' W.$

NOTE.—There is foul ground north-eastward to north-westward of the buoy, with 16, 17, and 18 feet spots half a mile northward of it; eastward, southward and westward there is not less than 5 fathoms water.

(Variation  $4^{\circ}$  Easterly in 1890.)

This Notice affects the following Admiralty Charts:—Gulf of Mexico, No. 392; Tortugas cays to Cape San Blas, No. 1274; Also, West India Pilot, vol. I., 1883, page 469.

## UNITED STATES—NEW JERSEY.

## DELAWARE BAY.

## NORTH-EAST FIVE-FATHOMS BANK LIGHT-VESSEL — TEMPORARY ALTERATION IN CHARACTER OF FOG SIGNAL.

The United States Government has given Notice, dated 24th September 1890, that the 12-inch steam whistle on board the North-east Five-fathoms bank light vessel is disabled, and will be discontinued; also, that until further Notice, the fog signal will be a bell struck by hand.

Approximate position, lat.  $38^{\circ} 58' N.$ , long.  $74^{\circ} 33' W.$

This Notice temporarily affects the following Admiralty Charts:—Halifax to the Delaware, No. 2670; Great Egg Harbour to Albemarle sound, No. 266; Delaware river, No. 2563; also, Admiralty List of Lights on the Eastern Coasts of North America, 1890, No. 723; and Sailing Directions for the principal ports of the United States, 1882, page 144.

## NORTH SEA.

## FLOATING WRECK.

Information has been received, that the Master of the steam vessel *Bornholm* reports having passed, on 8th October, 1890, in a position dangerous to shipping, a vessel, bottom up, and about 130 feet in length, when in lat.  $56^{\circ} N.$ , long.  $6^{\circ} E.$

This Notice temporarily affects the following Admiralty Charts:—North sea, Nos. 2339, 2182b.

## NORTH SEA.

## FLOATING WRECK NORTH-WEST OF WESER LIGHT-VESSEL.

Information has been received, that the Master of the steam vessel *Marion Leo* reports having passed, on 7th October 1890, in a position dangerous to shipping, a vessel, bottom up, and apparently of about 350 tons burden. Weser light-vessel bearing S.E. by E., distant about 10 miles.

Approximate position, lat.  $53^{\circ} 57' N.$ , long.  $7^{\circ} 34' E.$

(Variation  $13^{\circ}$  Westerly in 1890.)

This Notice temporarily affects the following Admiralty Charts:—North sea, Nos. 2339, 2182a; Ameland to Jade river, No. 2593.

## NORTH ATLANTIC OCEAN.

## FLOATING WRECK.

Information has been received, that the Master of the steam vessel *Corrientes*, reports having passed, on 2nd October 1890, in a position dangerous to shipping, a vessel, bottom up, which had apparently been a long time in the water, when in lat.  $39^{\circ} N.$ , long.  $14^{\circ} W.$

In this locality the current usually sets in a south-east direction, about 9 miles a day.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic ocean, No. 2060; British islands to Mediterranean sea, No. 1.

## NORTH SEA—GERMAN COAST.

## OUTER ELBE LIGHT-VESSEL — INTENDED ALTERATION IN CHARACTER OF FOG SIGNAL.

Information has been received through the Board of Trade, that on 1st November 1890, the following alteration will be made in the character of the fog signal on board Outer Elbe light-vessel (No 1):—

In lieu of the gun at present fired, during thick or foggy weather, on board Outer Elbe light-vessel, the signal will consist of the sounds of a steam siren and steam whistle combined, as follows:—After the steam siren has been sounded for a period of *nine seconds*, an interval of *twelve seconds* will follow; the steam whistle will then be sounded for *nine seconds*, and after an interval of *two minutes*, the signal will be repeated in the same order.

Should the fog signal above described not be at once sounded from any cause, such as a fog suddenly coming on, a bell will give *four long sounds* twice in quick succession, at intervals of *two minutes*.

Should a vessel be seen steering into danger, a gun will be fired for a warning as heretofore.

Approximate position, lat.  $54^{\circ} 0' N.$ , long.  $8^{\circ} 15' E.$

This Notice affects the following Admiralty Chart:—Elbe, Weser, and Jade rivers, No. 1875; also, Admiralty List of Lights on the Eastern shores of the North sea, 1890, No. 229; and North Sea Pilot, 1887, page 233.

## SOUTH AMERICA—NORTH-EAST COAST.

## CAYENNE—HARBOUR LIGHT ON PIER.

The French Government has given Notice, dated 4th October 1890, that the pier at Cayenne has been extended 87 yards, and that on 3rd August 1890, a harbour light was exhibited from a wooden turret erected 16 yards within its outer extremity: Cayenne pier light is a *fixed red* light, elevated about 19 feet above high water (13 feet above the framework of the pier), and should be visible in clear weather from a distance of about 5 miles.

NOTE.—It is probable that this light is exhibited in lieu of the *red* light formerly shown from the pier head.

This Notice affects the following Admiralty Chart:—Approaches to Cayenne, No. 534; Also, Admiralty List of Lights on the Eastern coast of North America, &c., 1890, No. 1162; List of Lights in South America, 1890, No. 14; and West India Pilot, vol. I., 1883, page 31.

## AUSTRALIA.

## TORRES STRAIT—PRINCE OF WALES CHANNEL.

## BERESFORD SHOALS — POSSIBLY LESS DEPTH THAN CHARTED.

Notice is given, that from the report of a Court of Inquiry, held at Thursday island, into the loss of the British ship *Volga*, drawing 21 $\frac{1}{4}$  feet, on 8th August 1890—there appear some grounds for supposing that that ship may have struck on the Beresford shoals, at the eastern approach to Prince of Wales channel, Torres strait, afterwards foundering near the western extreme of North-west reef:—

The position of the *Volga* when she struck was very doubtful, but the great difficulty of sounding closely in the locality, in consequence of the strong tides and winds, renders it very possible that there may be a patch of less water on Beresford shoals than was found during the survey in 1881.

Position of sunken wreck of *Volga*, lat.  $10^{\circ} 31' 10'' S.$ , long.  $112^{\circ} 9' 5'' E.$

Mariners are warned accordingly.

This Notice affects the following Admiralty Charts:—Coral sea and Great Barrier reef No. 2764; cape Grenville to Booby island, No. 2351; Albany pass to Booby island, No. 437; Torres strait, western channels, No. 2375; Also, Australia Directory, vol. II., 1889, page 438.

## EASTERN ARCHIPELAGO.

## MADURA STRAIT.

## REPORTED SUNKEN ROCK SOUTHWARD OF SAPUDI ISLAND.

The Government of Batavia has given Notice, dated 22nd August 1890, that the Master of the Netherlands steam vessel *Pekalongan* has reported having struck on a sunken rock lying southward of Sapudi island, northern shore of Madura strait, with the following bearings:—

South extreme of Sapudi island ... N.  $53^{\circ} E.$

South-west extreme of Sapudi island N.  $36^{\circ} W.$

Approximate position, lat.  $7^{\circ} 10' S.$ , long.  $114^{\circ} 19' E.$

Further Notice will be given after an examination of the locality has been made, until which, the charts will not be altered.

(Variation  $2^{\circ}$  Easterly in 1890.)

This Notice temporarily affects the following Admiralty Charts:—Eastern archipelago, No. 941b; Sapudi strait, on sheet of plans, No. 934.

## BALTIMORE ENTRANCE.—THE KATTEGAT.

## FLOATING WRECKS.

1.—Information has been received, that the Master of the steam vessel *Jupiter* reports having passed, on 8th October 1890, when in approximately lat.  $57^{\circ} 35' N.$ , long.  $11^{\circ} 3' E.$ , a derelict vessel, apparently a three-masted schooner, with only mizen mast standing; a small portion of the stern was above water, and two other masts were hanging alongside.

2. Also, that the Master of the steam vessel *Albanian* reports having passed, on 9th October 1890, when about 7 miles N.N.E. from Trindelen light-vessel, or in approximately lat.  $57^{\circ} 33' N.$ , long.  $11^{\circ} 18' E.$ , the wreck of a vessel, apparently a brig, painted green, with only main mast standing; no name visible.

These wrecks present a danger to shipping, but the reports may possibly refer to the same vessel.

(Variation  $12^{\circ}$  Westerly in 1890.)

This Notice temporarily affects the following Admiralty Charts:—Baltic sea, No. 2842a; The Kattegat, No. 2114.

## CENTRAL AMERICA—WEST COAST.

## GUATEMALA.

## SAN JOSÉ — LIGHT AT CUSTOM HOUSE DISCONTINUED.

Information has been received from H.B.M. Consul, Guatemala, that the light on the Custom house, San José, is discontinued.

Approximate position, lat.  $13^{\circ} 55' N.$ , long.  $90^{\circ} 49' W.$

This Notice affects the following Admiralty Chart:—Burica point to Mangrove bluff, with plan of San José, No. 587: Also, Admiralty List of Lights in South America, &c., 1890, No. 158.

By Command of their Lordships,  
W. J. L. WHARTON, Hydrographer  
Hydrographic Office, Admiralty, London,

18th October 1890.

In the inquiry into the stranding of the British ship *Beecroft*, in Lopness Bay, Orkneys, on Sept. 20 the Court found that the master appeared to have taken great care in the navigation, and acquitted him of any default.

MESSES J. & G. THOMSON, shipbuilders, Clydebank, have been convicted of a contravention of the Factory Acts by employing 20 young women, French polishers, after six o'clock at night. A fine of 10s. for each woman was imposed.

THE official inquiry at West Hartlepool into the stranding of the *Cowingsby* (—), on the coast of Spain, has resulted in the Court finding that the vessel was not navigated with proper and seamanlike care, the captain, John Stewart, alone being in default. In consideration, however, of the prompt measures he took in beaching the vessel after the casualty, the court suspended his certificate for three months only.

AT Belfast, Oct. 16, the summons at the suit of the Board of Trade against James Cunningham, captain of the Bangor steamer *Victoria*, was reheard, the charges being “That he did not put up or cause to be put up a duplicate of the certificate relating to the limits of the plying of the said ship, so as to be visible to persons on board. That on an excursion between Belfast and Larne on Aug. 27, he did carry on board the *Victoria* a number of passengers in excess of the number allowed.” The case was dismissed.

HEALTH OF THE PORT OF LONDON.—The report of the Medical Officer of Health for the Port of London for the first six months of the present year shows that 7,532 vessels (87 per cent. being British) were inspected, and in 347, or 4.5 per cent., some amount of cleansing was required; while alterations were carried out in the case of 158 vessels. One result of the dock disputes, Dr. Collingridge says, is the increased trouble and friction met with in administering the sanitary duties of the port; while owners of vessels have, as a result of the heavy losses consequent upon the cessation of trade, been unwilling, and in some cases unable, to give effect to the suggestions made by the sanitary officials as to needed improvements of vessels. Cases of diphtheria on board the *Arethusa* are attributed to the foul state of the river; and Dr. Collingridge regards it as scarcely conceivable that the training-ships moored in the foul sewage polluted Thames waters can be healthy and proper habitations for a large number of young boys. The port hospital has again done good service, and it is urged, should be available for gratuitous attendance by those compelled to make use of it by existing regulations.

WARNING TO OFFICERS.—Alfred Price, a member of the Swansea Branch of the Seamen's Union, and an able seaman of the steamship *Tropic*, at Liverpool, Oct. 20, charged the second mate of that vessel, William Glenny, with having assaulted him on the high seas on Sept. 14 last. Mr. Tetlow, solicitor to the Liverpool Branch of the Union, conducted the case for the prosecution. It appeared from Price's statement that on the homeward voyage from Russia to Gibraltar, the second officer, without any reasonable cause, ordered the complainant on to the deck of the vessel, he at the time being resting after his watch, and upon the complainant grumbling at the inconvenience of being disturbed, the mate struck him in the face and all over the body, and did his best to induce the complainant to fight with him. This the complainant declined to do, fearing that the mate wanted to find cause for complaining of him with a view to stopping his wages. Complaint was made to the captain, who expressed his disapproval of the mate's conduct. The boatswain of the *Tropic* corroborated Price's statement, and said he tried to prevent the mate further assaulting Price, but was also threatened with violence. The magistrates held the assault unjustifiable, and fined William Glenny 40s. and costs.

**SHIPMASTERS AND OFFICERS**  
 WHO WISH TO  
 PROTECT THEIR INTERESTS,  
 OR  
 OBTAIN FAIR WAGES,  
 SHOULD AT ONCE JOIN THE  
**UNION OF SHIPMASTERS**  
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 127, East India-road, Poplar.

**TO UNEMPLOYED  
 MASTERS AND MATES.  
 NOTICE.**

A register of Unemployed Shipmasters and  
 Officers is kept at the Chief Office of the  
 Shipmasters' and Officers' Union, 33, Market  
 Place, South Shields, FREE OF CHARGE.

Over 130 Masters and Officers have already  
 OBTAINED EMPLOYMENT by registering  
 their names here.

**SEAFARING MEN  
 SHOULD JOIN WITHOUT DELAY,  
 AS THE  
 ENTRANCE FEE IS BEING RAISED,  
 THE  
 SAILORS' AND FIREMEN'S UNION  
 OF  
 Great Britain, Ireland & other Nations.**

Among the chief objects of this powerful Union  
 are:—

To obtain reasonable Hours of Duty, and main-  
 tain a fair rate of wages;  
 To provide for the safety of Ship's Work;  
 To provide a good Class of Men, who shall be on  
 board at the appointed time, and in a sober con-  
 dition, ready for work;  
 To provide assistance in case of Illness, Accident,  
 and Shipwreck; and  
 To provide Legal Assistance for all Claims and  
 defences.

Full particulars may be had of any of the Sec-  
 retaries, whose names and addresses are:—

**ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street,  
 secretary; J. S. Watt, Esq., advocate, 7, King  
 street, law agent. Meeting, in the Offices,  
 49, Marischal-street—contributions, 7 p.m.;  
 business, 8 p.m., every Monday evening.

**AMBLE.**—G. H. Guthrie.  
**ARBOATH.**—J. Wood, 17, Ferry-street, Montrose.  
**ARDBOSSAN.**—W. Galbraith, 59, Glasgow-street.

**ARKLOW.**—Patrick Comerford, c/o P. Bolger, Main-  
 street.

**BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-  
 road. Meeting, Monday evening, 7 p.m., at office.  
**BARRY DOCK.**—J. Harrison, 34, Sydenham-street,  
 near Shipping Office, Barry Dock, secre-  
 tary; J. H. Jones, Esq., St. Mary-street,  
 Cardiff, solicitor; Dr. Gore, medical officer, High-  
 street, Barry; R. R. Golden, Station-road, Barry  
 Dock, delegate. Meeting, Thursday evening, 7.30,  
 at the Barry Hotel, near Barry Railway Station.

**BELFAST.**—R. Price, 41, Queen-square.

**BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st.  
 Meeting, every Wednesday evening at 7.30 p.m.  
**BLYTH.**—James Heatley, 9, Market-street. Meet-  
 ing, Tuesday evening, 7 o'clock, at Mr.  
 Thompson's Cocoa Rooms, Waterloo, Blyth.

**BO'NESS.**—F. F. Gant, Pierhead. Office hours,  
 9 a.m. to 5 p.m.

**BOSTON.**—Mr. Symonds, Castle Tavern Church-  
 street, agent; W. Bennett, 11, South-street,  
 King's Lynn, secretary.

**BRISTOL.**—T. J. Dancey, 41, Prince-street, Queen's-  
 square, secretary; Captain Geo. Cawley,  
 president; Dr. Walker, 115, New Cut, medical  
 officer; Mr. —— solicitor; Captain Langdon,  
 69, Queen-square, treasurer; C. Jarman,  
 delegate. Meetings, every Monday evening,  
 7.30, at The Ship, Redcliff Hill.

**BURNTISLAND.**—Jas. Moody, 12, Somerville-street,  
 secretary, who is to be found at the office till  
 9.30 p.m. any night; Alexander Mackintosh,  
 Esq., 41, High-street, law agent. Meeting,  
 every Monday evening at 7 p.m.

**CALCUTTA.**—70, Bentinck-street.  
**CARDIFF.**—John Gardner, Sailors' Union Institute,  
 West Bute-street, secretary Dr. De Vere  
 Hunt, Westbourne-crescent, Canton Bridge,  
 near Bute Castle, medical officer; Joseph  
 Henry Jones, Esq., St. Mary-st., solicitor. Dr.  
 Hunt attends at above Institute daily at noon.

**CORK.**—Michael Austin, 6, Patrick-street.

**DOVER.**—Albert Martin, 13, Commercial Quay,  
 Charlton, sec. Meeting, 13, Commercial Quay.

**DOUGHEDA.**—James Fitzpatrick, Quay-st., Dundalk,  
 secretary. Agent in Drogheda, John Castell,  
 123, Chord-road, Drogheda.

**DUBLIN.**—M. Bolger, 87, Marlboro'-street, Meet-  
 ing, Friday evening, 7.30 p.m., at 87, Marlboro'-st.

**DUMBARTON.**—J. McNee, Kirk-street, agent.

**DUNDALK.**—J. Fitzpatrick, Quay-street, secretary.

**DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-  
 lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-  
 st., Dundee, solicitors. Meeting, Monday, 7.30.

**DUNGARVAN.**—P. Power, 5, St. Mary-street.

**FLEETWOOD.**—J. Davidson, Sailors' and Firemen's  
 Union, corner of Dock and Albert-streets,  
 secretary; F. Addie, Esq., solicitor. Meeting,  
 Monday evening, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street,  
 secretary; Mr. W. Ruthven, president; R. A.  
 Rennie, Esq., 146, West Regent-street, law  
 agent. Meeting, Thursday evening, 7.30 p.m.,  
 at 102, Maxwell-street. Telephone 3184.

**GOOLE.**—W. R. Chappell, 24, Booth Ferry-nd., Goole,  
 sec.; R. W. E. Whitehead, Esq., Bowlalley-lane,  
 Hull, solicitor. Meetings, Tuesday and Friday  
 evenings, 7.30 p.m.

**GRANGEMOUTH.**—Edwin Cowie, Seamen's Union  
 6, South Charlotte-street, secretary. Office  
 hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m.  
 to 1 p.m.) Wm. M. Anderson, Esq., Grange-  
 street, solicitor. Meeting, Monday evening,  
 at 7 p.m., at office.

**GRAVESEND.**—John Degrin, secretary, Plimsoll  
 House, The Terrace, Gravesend. Meetings,  
 Monday, 7.30 p.m., at same address.

**GRAYS.**—Wm. Wall 18, Charles-street. Meeting  
 every Wednesday 7 p.m., at the Queen's Hotel,  
 High-street. Mr James Longman, president.

**GREAT GRIMSBY.**—Wm. Young, Unity House, 1,  
 Kent-st., secretary; Geo. Ide, outside delegate;  
 R. W. E. Whitehead, Esq., Bowlalley-  
 lane, Hull, solicitor. Meetings, Monday and  
 Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Albrough, 121, High-  
 street, Gorleston. Meetings at 7, Friars-lane,  
 every alternate Monday evening, and at 121,  
 High-st., Gorleston, every alternate Monday.

**GREENOCK.**—G. McNaught, 16, East India Breast.

**HARWICH.**—George Stewart, sec., Ship Inn, King's  
 Quay-st. Meeting, Friday, 7 p.m.

**HULL.**—J. Hill, Unity Hall, and 11, Posterngate,  
 sec.; T. Carr and A. Clark, outside delegates; R.  
 W. E. Whitehead, Esq., Bowlalley-lane, solicitor;  
 Rev. W. R. Welch, hon. chaplain. Meeting nights,  
 Tuesday and Friday, at 7.30, in Unity Hall,  
 Office, 11, Posterngate.

**KING'S LYNN.**—Wm. Bennett, Seamen's Union  
 Offices, St. Ann-street, secretary. Meeting  
 Friday evening, 8 p.m., at Royal Standard,  
 County Court-road.

**LEITH.**—Robert Smith, Seamen's Union Offices,  
 15, Commercial-street (opposite Shipping  
 Office), secretary; W. J. Haig Scott, Esq.,  
 S.S.O., Constitution-street, Leith, solicitor;  
 Gilbert Archer, Esq., J.P., treasurer; Mr.  
 James Brown, outside delegate. Meetings  
 held on Tuesday evenings, at 7.30 p.m., in  
 Lifeboat Hall, Blackburn-buildings, Tolbooth  
 Wynd, Leith.

**LIVERPOOL (South End).**—Wm. Nicholson, Malakoff  
 Hall, Cleveland-square, secretary; W. Atcherley  
 Tetlow, Esq., 8, Westminster-chambers, Liver-  
 pool, solicitor. Meeting, Monday evening,  
 7.30, in Malakoff Hall.

**LIVERPOOL (—North End).**—T. Connerty, 116,  
 Derby-road, secretary; Dr. Leet, Derby-road,  
 Bootle, medical officer; W. A. Tetlow, Esq.,  
 8, Westminster-chambers, Liverpool, solicitor.

**LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping  
 Office, Tidal Basin, E. Meeting, Friday  
 evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-  
 road, medical officer. Telephone No. 5214. T.  
 Watson Brown, Esq., B.A., LL.B., 45, Rectory-  
 square, Stepney, solicitor.

**LONDON (Tower Hill).**—J. Wildgoose, secretary, 17,  
 King-st. (over Lockhart's Cocoa Rooms). Meet-  
 ing every Tuesday evening, in the office, at 8.

T. Watson Brown, Esq., B.A., LL.B., 45, Rectory-  
 square, Stepney, solicitor.

**LONDON (Green's Home Branch).**—A. Mercer, 5,  
 Jeremiah-street, East India-road, E., secretary;

Dr. Hope, medical officer; T. Watson Brown, Esq.,  
 B.A., LL.B., 45, Rectory-sq., Stepney, solicitor.

Meeting, Thursday evening, 8 p.m., at Wade's  
 Arms, Poplar. Telephone No. 5218.

**LONDON (Rotherhithe and Deptford Branch).**—  
 C. Wykes, 2, Chichester Villas, Lower-road,  
 Deptford, secretary. Meeting, Monday even-  
 ing, 7.30 p.m., at Chichester Tavern. Office  
 hours, 10 a.m. to 6.30 p.m., and every Thursday  
 till 7.30 p.m. R. Mathews, outside delegate. T.  
 Watson Brown, Esq., B.A., LL.B., 45, Rectory-  
 square, Stepney, solicitor.

**LONDON (Tug-Boat Branch).**—G. Donaldson, 10,  
 Cold Harbour, Blackwall, secretary.

**LONDONDERRY.**—A. O'Hea, 27, William-street.

**LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's  
 terrace, Lo ne Park-road, South Lowestoft.

**MARYPORT.**—J. Smith Elliott-yard, Senhouse-  
 street, secretary, resides on the premises,  
 where he can be seen at any time. Meeting,  
 Monday evening 7 p.m.

**METHIL.**—Wm. Walker, Commercial-street.

**MIDDLEBRO'.**—George Cathey, Robinson's Market  
 Hotel, Market-place, secretary; Dr. Ellerton,  
 38, Gosford-street, medical officer; J. J.  
 Bentham, Esq., 1, Nile-street, Sunderland, solicitor;  
 William Jackson, outside delegate. General  
 meeting, Monday, 7 p.m., at Robinson's Market  
 Hotel; committee meeting, Thursday  
 evening, at 7 p.m. Telephone No. 5127.

**MONROSE.**—John Wood, 17, Ferry-street.

Meeting, Monday evening, 7.30, at office.

**NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad  
 Chare, Quay-side; H. W. Newton, Esq., 2,  
 Ellison-place, medical officer; R. Jacks, Esq.,  
 King-street, South Shields, solicitor; Meetings,  
 Mondays and Fridays, at Lockhart's Cocoa  
 Rooms, Side, 7 p.m.

**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street,  
 secretary; Dr. Pratt, Ruperra-street, medical  
 officer; Digby Powell, Esq., Dock-street,  
 solicitor; Mr. G. Campbell, outside delegate.  
 Meeting, Thursday evening, 7.30, at Trades-  
 men's Hall, Hill-street.

**NEWRY.**—D. Lennon, agent, Dublin-road. Jas.  
 Fitzpatrick, Quay-street, Dundalk, secretary.

**PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec.

**PENARTH.**—J. Harrison, 34, Sydenham-street,  
 near Shipping Office, Barry Dock, secretary;  
 J. Cox, 26, Clive-crescent, Cogan, Penarth,  
 delegate; J. H. Jones, Esq., St. Mary-street,  
 Cardiff, solicitor; Dr. De Vere Hunt, medical  
 officer, Westbourne-crescent, Canton Bridge,  
 Cardiff, attends daily at the Union Offices,  
 Cardiff, at noon, for Penarth members. Meet-  
 ing, Thursday evening, 7.30 p.m., at Barry  
 Hotel, Barry, opposite Barry Railway Station.

**PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office,  
 Forester's Hall, Nettle-st., sec.; F. Cecil Lane,  
 Esq., 1, George-st., Plymouth, solicitor. Meet-  
 ings, Friday evening, 7 p.m., at the office.

**PORT GLASGOW.**—G. McNaught, 16, East India  
 Breast, Greenock.

**ROTTERDAM (Holland).**—C. W. Brown, secretary  
 Office, Weter Kace, No. 2, near Sailors' Home  
 and Shipping Office.

**SEAHAM HARBOUR.**—Richard Raine, Duke of Wel-  
 lington Hotel, Railway-street, South.

**SHIELDS (South).**—D. Clement, Seamen's National  
 Union Hall, Coronation-street, secretary; G.  
 Cowie, assistant secretary; Dr. Robson,  
 medical officer, 1, Regent-street; solicitor, R.  
 Jacks, Esq., 72, King-street. Meeting nights,  
 Monday at 7 p.m.; committee meeting, Friday  
 night, at 7 p.m. Sub-Branch—J. Longin, river  
 secretary, Redhead's-buildings, Corstorphine  
 Town, near Tyne Docks entrance. Office hours,  
 9 till 4.

**SHIELDS (North).**—W. Brown, 8, New Quay,  
 secretary; Dr. Robson, medical officer; R. Jacks,  
 Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-  
 st., secretary; Lieut. Tankerville Chamberlayne,  
 R.N.R., Weston-grove, president. Meeting,  
 Tuesday evening, 8 p.m.

**STOCKTON-ON-TREES.**—E. Page, sec.; T. Potts, Pal-  
 atine Hotel, Bridge-st., agent; John Hodgson,  
 Palatine Hotel, treasurer. Meeting, Monday  
 evening, at 7 p.m., in the Palatine Hotel.

**SUNDERLAND.**—W. Lonsdale, secretary, Prospect-  
 row, near Shipping Office. Meeting, Monday  
 evening, 7 p.m., at 174, High-st. East. Dr.  
 Wood, 32, Frederick-street, and Dr. Burns,  
 Holy-terrace, medical officers; J. J. Bentham,  
 Esq., 68, John-street, solicitor.

**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.

**WALLSEND.**—Septimus Johnson, 17, Third-street  
 Palmer's Buildings.

**WATERFORD.**—J. Ayton, 82, Quay.

**WEST HARTLEPOOL.**—J. Leahy, Russell's Building.

Meeting, Friday evening, at 7 p.m., at office.

**WEXFORD.**—P. O. Dwyer, Main-street.

**WHITBY.**—Paul Stamp, agent, Fleece Inn.

**WHITSTABLE.**—J. Donovan, Harbour-street, secre-  
 tary; J. Tooley, Faversham, agent.

**WHITEHAVEN.** } John Smith, Maryport.

**WORKINGTON.** } John Smith, Maryport.

**YOUGHAL.**—J. Collins, Brazen-street.

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address, not to 36—40, Whitefriars-street, but to  
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are enclosed he will endeavour to return such  
matter as he may be unable to use.

Communications arriving so late as  
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sertion.

## NOTICE.

With last week's **SEAFARING** (October 18)  
was published

**A TWENTY-FOUR PAGE SUPPLEMENT**  
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**SEAMEN'S CONGRESS**  
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## Seafaring.

SATURDAY, OCTOBER 25, 1890.

## FOR FEDERATION.

"Them as has plenty money and no  
brains, is made for them as has plenty  
brains and no money." So a notorious  
character, who long enjoyed the Queen's  
hospitality at one of the convict prisons, is  
said to have remarked with more shrewdness  
than grammatical accuracy and moral  
rectitude. Whether it is the less evil to  
have no money or no brains, need not be  
discussed here, but it may safely be said  
that people who have plenty of money with-  
out brains cannot have everything their  
own way in dealing even with people  
having plenty of brains and no money.  
The much-vaunted Shipowners' Federation,  
which has been so assiduously boomed by  
the capitalist papers, is said to have plenty  
of money. Whether it is equally well off  
in the matter of brains is more questionable;  
but the Sailors' and Firemen's Union, being  
equipped with both brains and money, and  
consisting of the best class of seafaring men  
whose labour is indispensable to the ship-  
owners, is a force that the shipowners have  
now to reckon with, and a power in the land  
—as we did not fail long ago to see that it  
would be. Moreover, the seamen know the  
trick of federation as well as the shipowners.  
If the shipowners can federate, so, too, can

all classes of labour directly or indirectly connected with shipping, and such a federation of labour will, in a few days, be an accomplished fact. That is the reply of the seamen to the threats and boasts of the shipowners. Powerful enough by itself to bid the shipowners pause before they provoke conflicts, the Seamen's Union, with such a federation at its back, will be powerful enough to stand against all the capitalists of the country combined, and the capitalists will have to hesitate before they join in the war of extermination, which some shipowners seem to want. Such a war would mean stopping the whole trade of the country, and starvation to the population; and starvation might soon mean revolution. To the toilers, who have so much to gain and so little to lose by revolution, an upheaval of that kind cannot possibly be viewed with such dread as by the capitalists, who have everything to lose and nothing to gain by the change. As with the individual, so with society—it advances or recedes; it does not stand still. But there always have been persons who think it should stand still, and who, opposing themselves to the laws of Nature, end by finding Nature too strong for them. Certain of the capitalists are among these persons. They are unable to see that "the old order changeth yielding place to new," and that it is as vain to say things shall remain as they are, as that a baby shall always remain a baby and never grow to an adult. History is full of lessons for such persons that it is futile to resist the inevitable. The onward march of the workers to a fairer share of the fruits of their toil is now as inevitable as death. The prudent man is not he who blindly resists the change, but he who accommodates himself to it, and makes the best terms he can for himself. In dealing with shippers and merchants, that is what the shipowner does—makes the best terms he can. He does not expect to have everything his own way in dealing with them. But he expects it in dealing with the seamen, and is scandalised at the bare idea that the seamen should have a voice in the matter. That is the unreasonable shipowner—the absurd being who is not fit to deal with free men. And it is to be feared that such grotesque and antiquated characters have too much weight among the shipowning class. If such persons are to be the guiding spirits of the Shipowners' Federation, the shipowners have a lively and unprofitable time before them. Seeing the enormous capital which the Federation represents, it might, however, be expected to rise to the level of its responsibilities, and be guided rather by intelligence than by childish spite and unreasoning and abortive obstruction to natural change. In any case, if war there be between the two Federations, it will be the biggest industrial war the world has seen. Knowing the sacrifices it must involve, we do not invite it; but as it will do the capitalists most harm, it is for the capitalists to beware how they provoke such a conflict.

**ASSAULT BY A SECOND ENGINEER.**—At the Hull Police Court, John Gibson, second engineer on board the steamship *Parana*, was summoned for assaulting James W. Hendrick, fireman on board the same vessel, whilst at Cronstadt on Sept. 27 last. Defendant, after accusing Hendrick of having concealed some money, struck him several times, and cut his eye open with his fist. Defendant said he had received great provocation. A fine of 20s. and costs was imposed.

## NAUTICAL NEWS.

A NEW stevedoring company has just been formed in Leith.

THERE is a new line of ocean steamers direct from New York to Adelaide.

ALL the engineers, fitters, and labourers at Pembroke Dock, who are engaged upon H.M.S. *Pearl*, have struck for shorter hours.

NEGOTIATIONS are said to be going on between Canada and a French shipping company for swift steamers between Europe and Canada.

ALL Danish seamen are to be provided by the Danish Government with a badge of identification, to be at all times worn about the person.

THE seal hunters of British Columbia have formed a Union, and demand 3 dollars for every skin secured. This is nearly double the price heretofore paid.

THE *Tucoma*, American ship, which left New York on March 24 bound to San Francisco, has arrived at her destination after a passage of 205 days.

THOUGH there is a little improvement at Whitby in the outward rates, the steam shipping trade is remarkable for its dullness, and there is little or nothing doing in the share market.

THE Amalgamated Society of Enginemen, Boiler-men, Oranmen, and Firemen, Middlesbrough, have resolved to make the organisation a national one, embracing the whole of the United Kingdom.

LAUNCHED at Govan the *Wasp* and the *Hornet*, two steam trawlers of 160 tons each, built to the order of the British Steam Trawling Company, Limited, Hull, and intended for the North Sea fishing.

DATING from Nov. 1 of this year the fog signals from the first lightship in the estuary of the Elbe will consist of blasts from a fog siren and a steam whistle, instead of cannon shots as heretofore.

FOUR sailors belonging to a British vessel jumped into the Harbour of Friedrichstadt, Schleswig Holstein, with the object of swimming to the vessel as she was putting out to sea. Two were drowned.

THE cutter *Corwin*, at Port Townsend, reports that during a three months' cruise in the Behring Sea, the cutter *Rush* only observed five British sealers, three of whom were ordered to go beyond the three-mile limit.

INFORMATION from Sydney records the arrival of the *Avenger* at Melbourne from London, three of her crew dying on the passage, including the captain (Ferguson) who died soon after the vessel had started on her voyage, and one of the crew, whose name is not given, died from arsenical poisoning. The third lost his life through falling from aloft. His name is not given.

THE barque *Gifeon*, of Drobak, Norway, was being towed out of the Regent's Canal, when one of the able seamen, named J. Renelson, belonging to Norway, was paying out the tow line when his left leg was caught in the bight of the rope and was cut off below the knee, the leg falling into river. He was landed at Greenwich Seamen's Hospital, and lies in a precarious state.

AN important alteration is about to be made in the pilot service of the English Channel between Dungeness and Gravesend, the Trinity authorities having decided to put on the station at Dover shortly two steamers, which will take the place of the four pilot cutters which have done duty hitherto. Provision will be made on board for a larger number of pilots, and the vessels will be fitted with special appliances for enabling them to carry out their important duties.

AT Elgin, on Oct. 17, Alexander Main, Aberdeen, captain of the steam trawler *Fastnet*, of Aberdeen, pleaded not guilty to a charge of having, on Sept. 20, trawled within the three-mile limit of Burghead. Several Burghead fishermen swore to seeing the trawler fishing a little over a mile from the shore. The mate of the *Fastnet* swore that the vessel was about five miles out. The Sheriff, holding that the fishermen's bearings must have been wrong, dismissed the charge.

THE steamship *Bucentaur*, of Newcastle, in the Tyne, proceeded to moor alongside No. 3 spot at Northumberland Dock. Shortly afterwards the master, Captain J. B. Steel, whilst in the act of leaving the vessel for the purpose of going on shore, accidentally fell from the ladder into the water, between the ship's side and the staith. When picked up he was found suffering from severe injuries about the head, to which he succumbed shortly afterwards. Deceased, who was about 50 years of age, was a native of Liverpool, and an active member of the Shipmasters' and Officers' Union, at whose head office the flag was lowered to half-mast on the occasion.

## SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

### LONDON DISTRICT.

At the last Branch meeting at Tidal Basin the business done during the evening was strictly private, so it is thought desirable not to publish it. The general secretary attended in answer to an invitation, and the district secretary, Mr. Walsh, was also present.

It was erroneously stated last week that Mr. J. H. Wilson was to address the electors of Deptford on Oct. 16. The meeting is on Oct. 23, Mr. Wilson, although not yet recovered, has been visiting the Bristol Channel Branches this week.

### LIVERPOOL BRANCHES.

At a general meeting on Oct. 20, Mr. H. R. Taunton presided and Mr. J. Rogers was in the vice-chair. Mr. A. Flay and Mr. J. Rogers gave in their reports as delegates to the Conference at Glasgow, which were accepted. Mr. Meech then moved "That this meeting tenders a hearty vote of thanks to the delegates for their able reports." This was seconded by Mr. J. Conway and carried. Mr. Muldoon's case was next dealt with by the meeting. While engaged on the s.s. *City of New York* in his lawful employment as a greaser in the engine-room, he was caught by the links in swabbing the piston rod and got his arm splintered, which has disabled him for some considerable time. Mr. J. Gibbons moved that we grant him 30s. on account of what the solicitor expects to secure him from the Company as compensation. This was seconded by Mr. M. Ward and carried. Mr. J. Conway then moved that the poor box be opened and its contents given to Mrs. Davies, whose husband died through the effects of bad water on board ship. This was seconded by Mr. J. Rogers and carried. The box contained 16s., which was given to the widow. The case of Mrs. Daly, whose husband died out at Singapore in the s.s. *Telemachus*, was next considered. Mr. J. Rogers moved that a box be opened, and remain open for three weeks, to assist her in her distress. Seconded by Mr. J. Gibbons and carried. The federation was then introduced by both chairman and secretary, and after explaining the scheme pretty fully, Mr. S. G. Brown moved that the secretary take the necessary steps, in conjunction with the officials of the other Branches in the district, to call a public meeting and invite all classes of labour to attend and give practical effect to the scheme. This was seconded by Mr. J. Rogers, supported by Mr. E. Logan, and carried. Mr. A. Flay moved that steps be taken to institute smoking concerts to be held on Thursday nights, and any proceeds arising therefrom to be devoted to a widows' and orphans' fund. Mr. J. Gibbons seconded, and it was carried. It was also decided that the outside delegates be the concert committee. The first concert to take place on Thursday night, the 23rd. It was then decided to hold an annual ball at the most convenient time at or about Christmas, the date to be fixed later on with the approval of the Bootle and Birkenhead Branches. Mr. Maloney moved that in future all complaints shall be handed in to the chairman in writing, otherwise they will not be dealt with. Mr. J. Gibbons seconded, and it was carried. The meeting then adjourned.

At the weekly meeting of the Bootle Branch, Tuesday, Oct. 21, Mr. E. Edwards in the chair, Mr. M. Murphy in the vice-chair, the secretary brought before the meeting the case of a member, Mr. P. Marmion, who made a trip in the s.s. *Sirius*, and on being paid off made a collection for the widows' and orphans' fund, and from 23 of a crew received the sum of 19s., which he at once handed over to the secretary. Mr. Hendry moved a hearty vote of thanks to Mr. Marmion and also to the crew of the s.s. *Sirius*, for their zeal in the cause, which was seconded by Mr. Finnegan, and carried unanimously. Mr. Marmion, made a suitable reply, and said that he thought it was the duty of every ship's delegate to do the same where he had a chance, and that instead of giving money to the Seamen's Orphanage and the Aged Mariners' Home, the members ought to try and establish funds for the purposes, and then the Society would be able to see that old members had a comfortable place to spend their remaining days in, and also that the offspring of our deceased brothers had a home and good education, and were properly looked after. Mr. Marmion then moved that a public meeting be called of all classes connected with the shipping industry, to try and bring the proposed scheme of federation to a satisfactory conclusion, as, owing to the efforts being made by the Shipowners' Combination, something must be done soon to enable the men of this port to run home easy winners, and

that the expenses of said meeting be borne by the three Branches in the district. This was seconded by Mr. Ryan, and carried. The next business was whether or not the Union was to have a ball this season, as one was held last year, under unfavourable circumstances, and morally speaking was a great success. Mr. W. Hooligan moved that we have a ball, if possible, on Boxing Night, Dec. 26. This was seconded by Mr. Sheridan, supported by Mr. Robbs, and carried unanimously. Mr. Gilbert moved that every Friday evening, after the committee have transacted their business, we hold a smoking concert, as it would be a great attraction for the winter months, and that we do not limit the attendance to our own members, but invite the members of any other organisation who like to attend. This was seconded by Mr. Parks and carried. Mr. Dan Ryan moved that a concert committee be formed as follows: Mr. Connerty, Mr. Burns, Mr. Turkeston, Mr. Hendry, and Mr. McEvitt, as they were ashore all the time; seconded by Mr. Gilbert, and carried. The next business was the case of a man named Maloney, a member of this Branch, but not entitled to any benefits, and who has a very good case to take up; Mr. Dan Ryan moved that it be taken up, and be supported by the Branch if necessary, but that it be an exceptional case; this was seconded by Mr. Parks, and carried. After a vote of thanks to the chairman, vice-chairman, and the treasurer, the meeting adjourned.

#### GLASGOW BRANCH.

The usual weekly meetings were resumed in the Typographical Hall, 102, Maxwell-street, on Oct. 16, Bro. J. McInnes in the chair. Letters from various Branches were read thanking the Glasgow Branch and its members for the manner in which their respective delegates attending the Conference were received and entertained. A letter was also read from Mr. H. McGregor, general secretary of the International Seamen's Union of the United States, thanking us on behalf of himself and brother delegates from over the water for our kindness and hospitality to them during their sojourn amongst us. There was also a letter from the Govan and district United Labour Council asking us to appoint a committee to sit with them in conference on the vexed rigger question, and from a member, W. McCall, who seemed to be dissatisfied at not having his own way of working along the harbour, and craving that his name be erased from our books. The financial statements for the two previous weeks were next submitted and unanimously accepted, on the motion of Bro. A. McGregor, seconded by Bro. E. Bryson. The balance-sheet as audited for the quarter ending Sept. 27, 1890, was also submitted, and after the auditors had given their report testifying to the accuracy of the Branch books and vouchers, it was unanimously accepted with great cheering on the motion of Bro. J. Wilson, seconded by Bro. J. Fyfe. After the chairman and other members had congratulated us on the vast improvement we are making here in Glasgow, as our quarterly balance-sheet clearly denoted, Bro. A. McGregor, in moving that the quarterly balance-sheet be printed and issued free to the members, said that this was a step in the right direction at last. He was glad that the suggestion had been made, as on many occasions he had been asked the question by members of other associations, how it was such a grand organisation as ours, and especially the Glasgow Branch, could not afford to issue to their members a quarterly report. He hoped his motion would be carried. If the balance-sheet were issued free, our members would have more faith in themselves and their organisation, by being able, when questioned on the point, to produce their report, and so stop many vile rumours. Bro. J. McGum seconding the motion, it was enthusiastically carried. It was agreed at this stage to lay complaints over, for the purpose of electing a chairman in room of Bro. W. Ruthven, who had resigned, also of an outside delegate in room of one dismissed. Bro. C. McMullen being the only nomination for Branch president, he was unanimously declared elected after a show of hands. For the office of outside delegate there were two nominations, viz., Bro. A. McGregor, A.B., and Bro. Brown, cook and steward representative. The voting for McGregor being 28, and for Brown 52, the chairman then declared Bro. Brown duly and legally elected as outside delegate by a majority of 24. A complaint being lodged by Bro. McCormick against Bro. McLaughlin, could not be gone into, as Bro. McCormick failed to appear. Reference was then made to the action of W. McCall having his name erased from our books, and it was unanimously agreed that he be shunned on all occasions, and that no Union man either work with him or assist him in any way on pain of instant expulsion. One of our American brethren who had been attending the Conference was pre-

sent, and congratulated us on our mode of conducting our meetings, also on the good business done, and the splendid balance-sheet for the quarter that had been submitted. He also thanked the Glasgow Branch and its officials for the kindness shown himself and other delegates from across the pond. He was about to depart on the morrow for his part of the globe, and he hoped that in the near future he would have the pleasure of meeting some of our brethren there, that he might be enabled to return them a similar greeting to the one he and his brother visitors had received at our hands. Three hearty rousing cheers were given the speaker, and a safe voyage wished him across the Atlantic, which terminated a splendid meeting.

#### GRAYS BRANCH.

At the usual weekly meeting, Oct. 15, the president in the chair, our delegate from the annual Conference gave his report of the proceedings in Glasgow, and a detailed account of the principal alterations in the rules. He was accorded a hearty vote of thanks for his services. Bro. Cottingham moved, and Bro. Bryan seconded, a hearty vote of thanks to the secretary, committee, and members of the Glasgow Branch for their kindness and courtesy to our and all the delegates that attended the Conference: carried with cheers. Our district secretary, Mr. Walsh, then addressed the meeting, and received the usual hearty welcome that he gets in Grays. At the conclusion of one of his telling speeches, he presented a gold medal to our worthy treasurer, Mr. Joseph Burley, for services in connection with banner fund, and for the energetic way in which he had pushed forward the fund. Mr. Burley responded, and thanked the committee and members for their kindness, especially Mr. Walsh, the donor of the medal, who, he thought, had done more than any man to bring the draw to a successful issue.

#### WHITSTABLE BRANCH.

At a general meeting, held in the club room, Harbour-street, on Friday, 17th inst., Mr. William Gammon, president, in the chair, and a fair attendance, Mr. Gammon gave an account of the Congress, which he explained at some length, and emphasized the kindness which the Executive and delegates received at the hands of Mr. Boyd, of Glasgow. It was unanimously resolved that the best thanks of this Branch be accorded to Mr. Boyd and the members of the Glasgow Branch. It was also moved that the president, Mr. Plimsoll, and the general secretary, Mr. Wilson, be accorded our best wishes for their untiring exertions on behalf of the Seamen's Union. This was carried amid loud applause, three hearty cheers being given for Mr. Plimsoll and Mr. Wilson. A vote of confidence was then accorded Mr. Gammon as one of the Executive Council for the London District, to which he briefly responded, and after the secretary's report of the Faversham and Rochester Branch being adopted, and the usual vote of thanks to the chair, the meeting adjourned.

#### NEWCASTLE-ON-TYNE BRANCH.

At a general meeting held at Lockhart's Cocoa Rooms, Mr. Dunn, in the chair, in opening the meeting said, there was a man outside who wished to become a member but could not pay the whole of the entrance fee at once. It was unanimously agreed that Michael Corran be admitted a member of the Union and that his entrance fee be accepted in weekly instalments. Mr. Mansell spoke regarding the death of a member of the Branch and said that himself and members of the Branch attended the funeral. He had paid into the sick fund and was insured by the Branch, but he was above three months in arrears and therefore was not entitled to benefit. It was unanimously resolved that James Floyd's funeral expenses be defrayed out of the insurance. A discussion took place regarding the proposed agreement with the Labourers' Union. A grand concert was held under the auspices of the Branch at the Jubilee Board School, City-road, Newcastle, Oct. 17, for the benefit of the men injured on board H.M.S. *Katomba*. The concert was a great success, the hall being crowded to overflowing, and about £30 will be handed over to the men after all expenses have been paid.

#### SOUTH SHIELDS BRANCH.

At the usual weekly meeting, held on Monday evening, there was a good attendance, the president in the chair. In the general report of business it was stated that 25 new members had been enrolled during the week. In reference to the committee not meeting on Friday night, it was stated that the committee members, along with the secretary, and Mr. G. Cowie, went to assist the president of the National Coal Porters' Union, Mr. Brill and Mr.

Shelly in opening a Branch of that Union in Jarrow-on-Tyne, and that the men are all in favour of the movement, and are doing good work. It was agreed that we do all we can to secure the return of Bro. C. D. Miller as our Trades Council candidate in Nov., at the top of the poll. It was stated that there had been five shipwreck claims in connection with the s.s. *Halling* and *Mary Graham*, and three members on the sick list.

At the Police Court here, Thomas Kew made a claim against William S. Hogarth, 69, Lee-street, South Shields, master of the s.s. *Spring Hill*, of Newcastle, for £3 balance of wages, said to have been wrongly deducted. Mr. R. Jacks appeared for plaintiff, and Mr. C. W. Newlands defended. It was stated that Kew was employed as steward on board the *Spring Hill*, and that he had been charged 1s. 4d. a day for victuals, whereas the ordinary charge was 1s. These and several other items were gone into at considerable length. For the defence it was said that the captain had had to advance him money on several occasions to provide victuals, and these had, of course, been deducted. John Carr, mate, who preceded Kew as steward, was called, and proved that 1s. 4d. was not an unreasonable charge under the circumstances, and that if the work had been properly managed, Kew could have made sufficient profit to pay for his own victuals. An order was made for 1s., in addition to £1 7s. which had been offered as settlement. Only Court costs were allowed.

#### GRIMSBY BRANCH.

The usual weekly meeting was held at Unity House on Monday, Oct. 13. The quarterly balance was submitted by the secretary for approval. It showed the Branch to be in a most flourishing condition, the total income for the quarter being £225 10s. 2d., exclusive of non-locals, which averaged £5 per week, and a clear gain in membership of 146 members. Bro. T. Jackson moved the adoption of the report, which was seconded by Bro. T. P. Covill, and carried unanimously. This Branch is considered financially as strong as any Branch in the Union in proportion to the number of its members. Bro. T. Wilds then moved, and Bro. S. Tye seconded, the following resolution:—"That the best thanks of this Branch be given to the delegates at the annual meeting for their action in raising the contributions, as the only means whereby the stability of the Union can be maintained, in the face of the dangers which threaten us from the combination now taking place among the shipowners. Bro. Peterson attended in answer to a summons to clear himself of a charge which had been brought against him by another member. His explanation was considered satisfactory, and he was exonerated from all blame. The outside delegate being absent without any notice being sent, it was resolved, on the motion of Bro. Bolton, seconded by Bro. Jackson, that he be requested to attend the next meeting to give an explanation of his non-attendance. Eight new members for the week were admitted into the Union. A vote of thanks to the retiring Executive, and a vote of sympathy with the general secretary in his illness, concluded the business.

#### HULL BRANCH.

The delegates from Congress gave their reports at the weekly meeting, much satisfaction being expressed, more especially about the general progress of the Union. Some severe remarks were made re Messrs. Darby, Abbott & Co., and should these persons come "stump orating" in Hull, they will meet with a hearty reception. The case of a man belonging to South Shields Branch, accused of having stolen a coat, vest, and contribution card from a shipmate, was discussed, the meeting suggesting that he be expelled the Union. The following resolution was passed unanimously:—"That no member of the National Union sign articles on a foreign-going ship aboard, but at the shipping office, and should any member do so, that he be fined in a penalty of £3, which will be rigidly enforced." Members seeking employment are warned against coming to Hull, as shipping is very slack, has been so, and is still likely to be for some time.

#### LEITH BRANCH.

On Tuesday, Oct. 14, Bro. W. Messer presided over the weekly meeting, at which there was a very good attendance. The secretary read a letter from the owners of the s.s. *Dunedin*, regarding the men not going in the ship. It was agreed that the secretary reply to the owner's letter, stating that the Branch endorsed the action taken by them. They could not deal with the case till the ship returns, when the men named will be summoned to a meeting. The secretary reported the death of Bro. Thomas Galbraith, and the attendance of the deputation at the funeral. The following resolution was carried unanimously:—"That this meeting

of members of the Leith Branch, desires to express its sympathy and condolence with the widow and relatives of the late Bro. Thomas Galbraith, fireman, in their bereavement." A very interesting part of the business, namely, the report of the delegates to the Conference at Glasgow, was unavoidably postponed.

#### KING'S LYNN BRANCH.

The usual meeting was held on Oct. 17, at the Royal Standard, County Court-road, Bro. C. W. Arnold in the chair. The auditor gave in his report of the last quarter's income and expenditure, and stated that he had gone over the accounts, and found them to be very satisfactory. The secretary reported that he had enrolled one member since last sessions. He was accepted. Mr. Cummings, delegate, gave a very interesting account of the Annual Congress at Glasgow, and spoke highly of the hospitality he had received from the officials and members of the Glasgow Branch. Bro. F. Cowen proposed that a hearty vote of thanks be accorded to the general secretary, also the late Executive Council, for the able manner in which the business of the N. A. S. & F. Union had been conducted during the past 12 months. This was seconded by Mr. J. Cochrane, and carried. Thanks were also accorded to Bro. Cummings and Mr. Boyd and the members of the Glasgow Branch, for the way in which they received and entertained the delegates and others at Glasgow. Bro. Cummings then moved a vote of thanks to the secretary for the able manner in which he had kept the books. Mr. J. Masson seconded, and it was carried.

#### DUBLIN BRANCH.

At the usual weekly meeting held on Oct. 17, at the Union Rooms, 87, Marlborough-street, Bro. J. P. Maxwell was in the chair. Bro. John B. Lee, Irish organising secretary, gave some advice on retaining a solicitor. It was decided to defer the matter. Our godfather, Mr. P. A. Tyrrell, and Bro. John Johnson, the two delegates who had attended the Glasgow Conference, gave a splendid report of all that transpired, and said that the sailors and firemen, cooks and stewards, could never repay Mr. Plimsoll for his untiring efforts on their behalf, and that he was the "Grand Old Man" of the Sailors' and Firemen's Union. Reference was made to Mr. J. H. Wilson, general secretary, and it was hoped that when heard from again he would have recovered from his indisposition.

#### STOCKTON BRANCH.

At a meeting held at the office of this Branch, a hearty vote of thanks was accorded to the Glasgow Branch for the kind and generous manner in which they treated our delegate on attending the Conference, with the hope that the time is not far distant when we may be able to reciprocate their kindness.

#### SWANSEA BRANCH.

At the usual weekly meeting on Oct. 21, in the chair Bro. Williams, and in the vice-chair Bro. Reeves, the secretary reported the conduct of the captain of the barquentine *John* towards one of the members of the Union whom he shipped in the River Plate, and agreed to give £4 10s. advance, but in the place of giving the advance to the seaman it was alleged that he gave it to the boarding-house runner, whereon the man refused to go on board without his advance. It was also said that the captain had him imprisoned for 48 hours, during which he had not any food or water. Then he had him escorted on board the ship, when he still refused to work until the captain came to some agreement, which he did, and then the seaman resumed his duty. It was stated that on arrival here at the shipping office the captain would not acknowledge the agreement, when the man reported it to the secretary, who told him not to accept his money, and then took him to Mr. Leyson, the Union solicitor, where he was recommended to draw out two summonses against the captain, one for his month's wages (which we got, the captain having to pay all expenses besides), and the other to claim £50 for imprisonment; the trial to take place on Wednesday, Oct. 29, 1890, which will be reported in *SEAFARING*, Nov. 1. After various discussions, the meeting terminated. It was very well attended.

#### DUNDEE BRANCH.

The usual weekly meeting of this Branch was held Monday night. In the absence of A. McDonald, the chairman of the Branch, the vice-chairman, Bro. J. Donald, presided. The delegates that attended the Annual Congress gave their reports. They were questioned by the members about some of the altered rules and the working of the Union. Their report was unanimously adopted. General regret was expressed regarding Mr. J. H. Wilson's

state of health. The next business before the meeting was the conduct of three members of the Union, two of them belonging to this Branch, Wm. Jack, No. 831, and W. Bowman, 105, fireman, and J. McLaughlin of the Cardiff Branch. The men that had got the promise of the steamer were standing out for the wages for the westward, viz., £5 and £4 15s., when those three men went into the shipping office and signed for £4 15s., thus reducing the wages to the westward by 5s. The firemen that had lost their jobs by the action of those men were, on the motion of J. Gunn, seconded by G. Anderson, to receive strike pay until they get employment again, or to receive train fare to any other port. This motion was carried. The next business before the meeting was an alleged act of blacklegging, brought by the secretary against G. Costly, D. Patullo, D. Tosh, and Joseph Glaspey. A considerable amount of discussion took place over this case, and it being well on in the evening, it was allowed to lie on the table until Monday.

#### SUNDERLAND BRANCH.

This Branch held its weekly meeting Oct. 20, at 174, High-street East, Mr. W. Airson in the chair. Several letters were read from other Branches, one being from the Rotterdam Branch, advising men not to take their discharges on the Continent. A letter was also read from the Labour Electoral Association, asking the Branch to support that body in running a labour candidate for the Town Council. It was decided to support the running of a candidate both financially and otherwise. Mr. Lonsdale stated that Mr. J. R. England was contesting Bridge Ward as a labour candidate, and he hoped that every member with a few hours to spare would go and canvass for that gentleman, so that they might be able to return him to the Council. The secretary addressed the meeting on members signing articles, pointing out that if even men did sign to be paid off on the Continent they could compel the captain to pay their passage home to the United Kingdom, together with their food and wages until they arrive in England. Then, again, if they signed to be paid off in the United Kingdom and they came to a Continental port, and the captain wished to pay them off, they ought to refuse to be paid off or sign clear of the articles on any consideration. If they were forced out of the ship they could demand the Consul to send them home. On their arrival, they might sue for their wages and all expenses which they might have been put to, and then prosecute the captain for leaving men abroad. If the men would only mind what they were doing they would be able to stop many of the abuses which are practised on seamen by these fair-dealing owners—as they called themselves. There is not much justice in the Merchant Shipping Act for seamen, yet what there was, was abused by shipowners playing upon the ignorance of the men.

#### ROTTERDAM BRANCH.

A meeting was held on Sunday, Oct. 19, in the Dock Labourers' Hall, Mr. Julius Anderson, Branch president, in the chair. The meeting was addressed by Mr. E. Donnelly, district organising secretary, who gave an extended report of the work done at the annual meeting, and urged upon all present to do their utmost to make the Union on the Continent a success. Mr. C. W. Brown, Branch secretary, also addressed the meeting on the subject of Trade Unionism, and pointed out to the members that if they did not join here they would require to do so if ever they went to England, or any part of Great Britain or Ireland, when they would have to pay £10 or £15 to join. A vote of thanks to the chairman closed the meeting, after which a large number joined the Union.

Mr. C. W. Brown, of Rotterdam Branch, writes:— "Shipowners begin to make it their business to pay off Union men here, and to employ non-Union men in their places. I have hard battles to fight here with crimps and shipping masters, as they call themselves, as I believe the British Consul is the only shipping master, and gets paid for being so by the British Government. I, as well as others over here, think it is high time that shipping agents and crimps being allowed to enter the Consul's office should be stopped, as British seamen here are hunted and chased about like wild deer for the money which they lawfully have to ask. For instance, we have got the s.s. *Melbourne* here, belonging to Sunderland, owner, William Kisch, the captain of which, on entering this port from the Black Sea, gave the men notice that he was done with them, refused to give them further employment and food, but consented to give them their wages up to the day they were paid off, and pay their passage to Hull. From there they would have to fish for themselves, and as they all belonged to Sunderland, it is a considerable expense to them to

get from Hull to Sunderland. He was trying to get all non-Union men on board, but I shall make it my business to make them all join the Union before leaving. If this is done our Union will be so much stronger, and, in fact, I see no other way to gain a victory, as the owners, instead of finding their crew to consist of non-Union men, they will have all Union men, although, I am sorry to say, at reduced wages. I therefore ask all Branches in the United Kingdom to assist them in every way they can, as they don't go there as scabs, but simply to benefit the Union. Please be kind enough to make it known to all seamen that they are entitled to refuse to be paid off at any port where their captain feels inclined to try to pay them off, as it is to their advantage, besides their duty, not to consent to any such ridiculous orders being given them."

At the London Bankruptcy Court, on Saturday, the summary of accounts relative to the failure of Thomas Raison, shipowner, of Leadenhall-street, London, was issued. The gross liabilities are £32,711 12s. 3d., of which £18,195 14s. 1d. is unsecured, and assets £182 7s. 11d. Debtor makes no proposal, and has been adjudicated a bankrupt.

A SAILOR named Harsant, who had been lodging with Mr. and Mrs. Roerick, at Cardiff, last Tuesday morning, after having had a charge made against him, fired on them, killing the woman and seriously injuring the husband. The jury returned a verdict of wilful murder against Harsant, who is in custody.

AT YARMOUTH, Oct. 15, Edward Thomas Bates fisherman (on bail), was charged with smuggling on board the fishing vessel *Robert and Johann* 2 lb. 15 oz. of tobacco and a quantity of spirit, contrary to Section 183 of the Customs Act, 1876. The prisoner was ordered to pay treble the value of the duty, £3 12s. 3d., together with the costs of the case, 11s., or one month's imprisonment.

AN INQUIRY at St. John's, Newfoundland, into the loss of the *Aslacoee*, s, near Cape Race, Newfoundland, on Aug. 1, has resulted in the Court finding that the master, J. C. Blankarm, committed a grave error of judgment, and that his action in steering a dangerous course and neglecting seamark-like precautions deserved a severe reprimand. The Court, however, did not deal with his certificate.

AT LONDON, Oct. 16, James Barlow, a lighterman's apprentice, was summoned for neglecting to carry out his duties, to the injury of the property placed under his charge. Defendant was fined £2 and 3s. costs, or 14 days' hard labour. Wm. Pocock, another lighterman's apprentice, was summoned for a similar offence. This defendant was fined £3 and costs, or 14 days' hard labour in default.

AT THE TRURO COUNTY COURT cross actions have just been heard for damages arising out of a collision in the North Sea between the Swedish barque *Superior* and the trawling smack *Reedbird*. In the first case the plaintiff was Captain William Brighton, of the *Reedbird*, and the defendants the owners of the *Superior*. It was announced that an agreement had been come to awarding plaintiff damages, £228 1s. 4d.

THE DUKE of Edinburgh last Tuesday, the anniversary of the Battle of Trafalgar, unveiled, on Plymouth Hoe, the Memorial erected by national subscription to commemorate the defeat of the Spanish Armada. Its leading feature is a noble figure of Britannia, who, placed high on a pedestal, overlooks the Plymouth Sound as if keeping watch and guard against the approach of another Armada. By her left side stands a lion, also in a watchful attitude, and various martial trophies surround the monument. Below the main figure, which is in bronze, and has been executed by Mr. W. G. May, of London, are medallions of the Elizabethan heroes, and still lower down are the arms of various towns that contributed to the defence of the nation during Armada days.

NORTH OF ENGLAND SOCIETY.—A well-attended meeting of the North of England Sailors' and Firemen's Society was held at the Central Coffee Tavern, High-street West, Sunderland, the other day. Mr. James Pelham presided, and Mr. D. Richardson was vice-chairman. The delegates to the Sailors' Congress at Glasgow, Messrs. Henry Friend and A. Rutherford, gave in their report, and a hearty vote of thanks was accorded to them. The balance-sheet of the three Branches at Shields showed a substantial increase of income, and that for Sunderland a very large increase, both in membership and finances. They were accepted as entirely satisfactory. Mr. A. Rutherford having resigned, there were four nominations for the office of district secretary at Shields. Mr. E. Cathery was appointed assistant secretary at Shields.

THE four-masted iron ship *Loch Torridon*, 2,000 tons, of Glasgow, Calcutta from Liverpool, has accomplished the passage in 87 days.

THE Archbishop of York has given £20 towards a Church and Institute for Seamen, proposed to be built at Middlesbrough at a cost of £2,000.

THE life-boat *John Monk*, with the aid of boatmen, safely brought into harbour the schooner *Richard*, of Newcastle, in distress off Peel, Isle of Man.

A COURT of inquiry into the loss of the *Ulunda*, s, has found the master of the vessel somewhat at fault, and have suspended his certificate for three months.

CAPTAIN W. H. ROBERTS has retired from the position of chief agent in Egypt of the P. & O. Company. He was within a few months of completing fifty years in the service of the Company.

## NOTICE TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

## TOWER HILL BRANCH.

### IMPORTANT NOTICE.

Contributions must be paid to MR. WILD-GOOSE, 17, KING STREET, over Lockhart's Cocoa Rooms, Tower Hill. Any Contributions paid at 23, KING STREET, on and after January 31, 1890, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

Signed on behalf of the Executive Committee,  
J. H. WILSON,  
General Secretary.

## TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

## BRISTOL BRANCH.

The above Branch is removed from 45 to 41, Prince Street. Union flag hoisted. All communications please address "41, Prince Street, Queen Square."

T. J. DANCEY, Secretary.

## PERCY'S TEMPERANCE HOTEL, ANALBY ROAD, HULL.

Opposite the Excursion Platform, Paragon Station. MEALS AT ALL HOURS AT MODERATE CHARGES. GOOD BEDS. Special Accommodation for Officers, Seamen, and their Wives. Private or Public Rooms. Stewards can safely recommend this House to Passengers.

PROPRIETOR—ALBERT PERCY,  
Hon. Member Hull Branch N.A.S. & F.U.

## N. A. S. & F. UNION HOME, 13, ROBINSON ROW, DAGGER LANE, HULL.

This Home is Conducted on Strict Union Principles.

G. A. HODGSON, Proprietor,  
Financial Member, Hull Branch.

## SAMUEL BEGG,

Treasurer Hull Branch N.A.S. & F.U.

## TURK'S HEAD HOTEL, MYTONGATE, HULL.

CONCERT ROOM OPEN EVERY EVENING  
AT SEVEN O'CLOCK.

WINEs, SPIRITS, BEERs, AND CIGARS OF THE  
FINEST QUALITY.

## LONDON.

## N. A. S. & F. BOARDING HOUSE,

Mrs. HICKS,

13, JEREMIAH STREET,  
Four Doors from Green's Home Branch Office.

## SAILORS' AND FIREMEN'S UNION BOARDING HOUSE, EDWARD MILTON, Proprietor. "FORESTERS ARMS." 51, EAST HOLBORN, SOUTH SHIELDS.

## LONDON.

## C. MARRINGTON, PRIVATE BOARDING HOUSE FOR OFFICERS ON BOARD SHIP.

HOME COMFORTS STUDIED. TERMS MODERATE.

76a. MINORIES.

## JAMES BRACKEN, SEAMEN'S UNION BOARDING HOUSE 182, BROOMIELAW, GLASGOW.

## MRS. M. JONES,

Having returned to the Tyne, has opened the  
UNION SEAMEN'S HOME,  
31, DUKE ST., NORTH SHIELDS,  
Where Seafaring men will be treated in strict  
accordance with Union principles.

## CAPTAIN E. DANN, BOARD AND LODGINGS BY DAY OR WEEK, 3, STRAND, SWANSEA.

ALSO  
SEAMEN'S OUTFITTING STORES,  
23, WIND STREET, SWANSEA.

## TOBACCONISTS COMMENCING.

Write for Illustrated Guide (22 pages, three stamps). "How to open respectfully, £20 to £1,000."—TOBACCONISTS' OUTFITTING COMPANY, Chief Offices, 186, Houston-rd., London, the largest and oldest complete Tobacconists' Furnishers in London.

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## THE UNION PUBLIC-HOUSE IN GLASGOW IS THE HEBRIDEAN VAULTS, JAMES WATT STREET.

## COMFORTABLE HOME FOR SEAMEN.

## Mrs. G. GAWLER'S 19, HIGH STREET, BARRY.

Seamen Boarded by Day or Week according  
to Union Principles.

## GRIFFITHS' DINING & COCOA ROOMS

41, GREAT HOWARD ST., LIVERPOOL.

(OPPOSITE NORTHERN HOSPITAL.)

Seafaring Men of all Classes will find the above

Establishment the best place to get

GOOD MEALS AT MODERATE CHARGES

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